HENNESSY'S
THREE STAR
BRANDY.
Insist upon having it.

The Bombay Gazette.

No. 52,860—New Series. BOMBAY:—SATURDAY, MAY 9, 1903. PRICE 4 ANNAS.

Milkmaid
Largest Sale in the World.
Grand Milk

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

DEPARTURES FOR EUROPE

WITH LIBERTY TO CALL AT BRINDISI AND MALTA.

SATURDAY 2 P.M.

Vessels.	Tons.	Captains.	1903.
* PENINSULAR ...	5294	A. G. Cubitt	9th May
† M.L. CALEDONIA ...	7958	E. H. Gordon	16th "
* INDIA	7911	F. W. Vibert	23rd "
M.L. PENINSULAR...	5294	A. G. Cubitt	30th "
* EGYPT.....	7912	G. L. Langhorne	6th June
M. L. INDIA.....	7911	F. W. Vibert.....	13th "
* ARABIA	7903	T. Leigh	20th "
M. L. EGYPT	7912	G. L. Langhorne.	27th "
* PERSIA	7951	W. A. Wheler ...	4th July
M. L. ARABIA	7903	T. Leigh	11th "
* CALEDONIA	7958	E. H. Gordon.....	18th "
M. L. PERSIA	7951	W. A. Wheler ..	25th "

The steamers marked M. L. proceed to Marseilles, Plymouth and London, passengers for Brindisi transhipping at Port Said.

Those marked † M.L. will call at MALTA, MARSEILLES, PLYMOUTH, and LONDON, passengers for BRINDISI transhipping as above.

The steamers marked * proceed to Aden only, and Passengers transship there for Brindisi, Marseilles, Plymouth or London.

HEAVY BAGGAGE must be sent to the BALLARD PIER on FRIDAY AFTERNOON the day previous to sailing, and CABIN BAGGAGE before 9 A.M., on SATURDAY. The attention of Passengers is called to the importance of having their Baggage Labelled with Port of Destination.

Tenders leave the Ballard Pier on day of sailing. All Passengers must attend at that place between 11-30 A.M. and 12-30 P.M., for medical inspection by the Health Officer of the Port, and no one will be allowed on board the Mail Steamer unless so examined and conveyed thence in the Company's steam barges. Special attention is directed to these regulations, which are imperative under the Venice Convention.

Friends of passenger cannot go on board the Mail Steamer.

TO COLOMBO, STRAITS, CHINA, AND AUSTRALIA.

The Company's STEAMERS LEAVE BOMBAY FORTNIGHTLY, usually on WEDNESDAYS, taking Passengers for the STRAITS, CHINA and JAPAN, and return Tickets are issued on favourable terms.

Cargo Steamers are despatched to China at frequent intervals calling at Ports en route.

F. RITCHIE,
Superintendent, P. & O. S. N. Company.
Bombay, 7th May, 1903.

HOMEWARD PASSAGES.

GRINDLAY GROOM & Co.,
BOMBAY.

PASSENGERS booked without charge, and on Favourable Terms. Berths carefully selected.
SLEEPING CAR and CONTINENTAL RAILWAY TICKETS procured.
RAILWAY OFFICIALS and MISSIONARIES booked at Reduced Rates.
PASSAGES booked to ENGLAND via JAPAN and AMERICA, by the Canadian Pacific, Occidental and Oriental, and Pacific Mail Routes.
HANDBOOK giving Details of Fares, &c., and List of Sailings by all Lines sent free on application.
PASSENGERS met on arrival.
BAGGAGE shipped and cleared and Insurance effected covering all risks.
PACKAGES cleared or shipped.
CIRCULAR NOTES, BANK NOTES, DRAFTS, and SOVEREIGNS at current rates.

Calcutta Agents,—GRINDLAY & Co.
LONDON AGENTS,—GRINDLAY & Co.

AUSTRIAN LLOYD'S S. N. Co.

UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.

BOMBAY TO TRIESTE VIA ADEN, SUEZ AND PORT SAID.
DIRECT LINE.

Steamer.	Captain.	Tons.	To sail on
IMPERATOR ...P. Ivellich.....		4,119	1st June 1903.

PASSAGE MONEY.

	1st Class.	2nd Class.	Deck.
TRIESTE OR VENICE ...Rs. 600,	Rs. 335,	Rs. 150	

ORDINARY LINE.

Steamer.	Captain.	Tons.	To sail on or about
a b FRANZ FERDINAND .....A. Martinolich		6,043	17th May 1903
b CHINA .....F. Mosca		5,400	15th June 1903
b SILESIA .....G. Ghezzo		5,150	18th June 1903

a Will call at Karachi. b Will call at Fiume.

PASSAGE MONEY BY THIS ROUTE.

	Saloon.	Deck.
TO TRIESTE OR VENICE .....Rs. 420		Rs. 150,

RETURN TICKETS TO TRIESTE AND VENICE AVAILABLE FOR A PERIOD WITHIN TWO YEARS.

1st Class Rs. 900, 2nd Class Rs. 488, Saloon Rs. 600, Deck Rs. 300.

THROUGH TICKETS TO LONDON.

1st and 2nd Class Single and Return Tickets are issued for Trieste, the St. Gothards, and other Routes.

INTERCHANGEABLE TICKETS WITH THE MESSAGERIES MARITIMES CO.

The Company are now in a position to issue RETURN TICKETS available for one way by the Austrian Lloyd's and the Return Voyage by the Messageries Maritimes Co., at reduced fares.

Passengers to VENICE transship at TRIESTE to another steamer of the Company, which takes about 6 hours to cross the Gulf.

STEAM TO JAPAN, VIA COLOMBO, PENANG, SINGAPORE, HONGKONG, YOKOHAMA, AND KOBE.

Steamer.	Captain.	Tons.	To sail on or about
TRIESTE .....E. Mecozzi.....		5,095	23rd May, 1903.

For further particulars, regarding Passages apply to
E. SCARPA, Agent.
Sassoon House, 52, Church Gate Street.
Bombay, 1st May, 1903.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

TO MARSEILLES.

Vessels.	Tons.	Captains.	To sail on
TONKIN.....	6,383	Schmitz.....	SUNDAY AFTERNOON. 10th May 1903.
CALEDONIEN.....	4,232	Marcantetti	To Sail on THURSDAY. 4th June 1903.
OCEANIEN	4,230	Guigues	2nd July 1903.

INTERCHANGEABLE TICKETS WITH THE AUSTRIAN LLOYD'S S. N. Co.

The Company are now in a position to issue RETURN TICKETS available for one way by the Messageries Maritimes, and the return voyage by the Austrian Lloyd's at times, and the return voyage will prove, in some cases, of special advantage to Passengers on three months' privilege leave.

TO COLOMBO, SINGAPORE, JAVA, SAIGON, TONKIN, CHINA, AND JAPAN.

S. S. "ERNEST SIMONS," 5,707 tons, Captain Dupuy Fromy, to sail on or about the 27th May, 1903.
For further particulars apply to
P. de BURE, Agent.
New Oriental Bank Buildings, 57, Esplanade Road, Bombay.

WILLIAM WATSON & Co.,

BANKERS AND ARMY AGENTS.
(ESTABLISHED 1867.)
8, Hornby Road—BOMBAY.

CALCUTTA—8, Dalhousie Square, E.
KARACHI—Bunder Road.
LONDON—(Head Office), 7, Waterloo Place, Pall Mall, S.W.
LIVERPOOL—23, Water Street.
MARSEILLES—82, Rue de la Republique.
PORT SAID—8, Quay Francois Joseph.
CAPE TOWN—92 Adderley Street, S.A.
DURBAN S.A.—Gardiner Street.
JOHANNESBURG—7, Tyne Buildings, Market Street, S. A.

PASSENGER SEASON, 1902.

PASSAGES secured by P. & O., Austrian Lloyds, Messageries, Rubattino, Anchor, and the other LINERS and all NON-LINERS, at lowest rates. No COMMISSION charged.
SELECTED NON-LINERS to Continent and England from Rs. 300.
"SOCIAL GROUPING." Special care exercised in this.
LIST of all SAILINGS, with details, furnished promptly.
REDUCTIONS for FAMILIES and PARTIES.
SPECIAL reductions for MISSIONARIES and RAILWAY EMPLOYEES.
PASSAGES from any PART of the WORLD arranged through our several HOUSES and AGENCIES.
CONTINENTAL RAIL TICKETS arranged.
PASSENGERS met at Railway Stations and conducted on Board or to Hotels.
PARCELS and HEAVY GOODS shipped to any part of the world.
BAGGAGE and CARGO CLEARED, DESPATCHED and INSURED.
DUTY and all CHARGES prepaid, if desired.
SMALL PARCELS enclosed in our Regular PARCEL CASES.
SOLDIERS' HEAVY BOXES shipped to any address CHEAPLY.
TROOPSHIP BAGGAGE shipped. Horses and Dogs shut out from same, forwarded economically.
SOLE AGENTS AT BOMBAY FOR
MESSRS. CURTISS AND SONS,
TROOPSHIP AGENTS,
PORTSMOUTH AND SOUTHAMPTON.

SHIPPING.

THE BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED,
Intend to despatch Steamers as follows :—

FOR KURRACHEE DIRECT.

S.S. "DWARKA," 1,695 tons, on FRIDAY, the 15th May, at 2 p.m., or later, on arrival of the English Mail.

FOR KATHIAWAR COAST PORTS, KURRACHEE AND PERSIAN GULF.

S.S. "HENZADA," 2,076 tons, on TUESDAY, the 12th May, at 10 a.m., calling at Veraval, Mangrole, Porebunder, Cutch Mandvie, Kurrachee, Pashni, Muscat, Jask, Bunder Abcas, Lingu, Bahrein, Bushire and Koweit, in the foregoing or any order (weather permitting).

FOR KURRACHEE, MUSCAT, BUSHIRE AND BUSREH.

S. S. "KISTNA," 1,182 tons, on THURSDAY, 14th May, at 10 a.m.

FOR MOMBASA, ZANZIBAR, BEIRA, DELAGOA BAY, DURBAN AND CAPE PORTS.

S. S. "NUDDEA," 3,005 tons, on or about MONDAY, 11th May.

MACKINNON, MACKENZIE & Co., Agents.
Bombay, 8th May, 1903.

KING, KING & Co.,

BANKERS AND EAST INDIA AGENTS, BOMBAY.

PASSAGES engaged, and best available Berths secured, at Lowest Rates obtainable by P. & O., and all other Steamers, Free of Charge for Commission.

Latest List of Sailings, Fares, and full information furnished by return of post, on application.

Special attention paid to the grouping of Passengers travelling 2nd Class by P. & O.

Every Assistance rendered to Passengers on arrival in Bombay. Baggage taken over at the Railway Stations and Shipped.

Special Agents of the Firm meet all Steamers at Brindisi and Marseilles.

Packages of every description received for despatch as Cargo to Messrs. Henry S. King & Co., London; or Messrs. King, Baillie & Co., Liverpool. Freight and Marine Insurance at the Lowest Rates. Quotations furnished on Application.

KING, HAMILTON & CO.,
CALCUTTA.
HENRY S. KING & Co., LONDON.

ANCHOR LINE.

HENDERSON BROTHERS, LIMITED.

SPECIALLY REDUCED FARES

ON January 1st, 1903, the Anchor Line made an all-round reduction on their Indian Service Fares, and their rates of Passage Money are now as follows :—

Bombay to Liverpool (all the way by sea)....Rs. 550
Bombay to Marseilles..... " 521

Passengers proceeding to London from Marseilles are charged £5 extra for Railway Tickets at current rates of exchange on the fare to Marseilles. To New York, Rs. 700; Suez or Port Said, Rs. 350.

Return Ticket to Liverpool (all the way by Sea), Rs. 850.

Bombay to London, via Marseilles, and back from Liverpool, Rs. 880.

Return Tickets are available for two years.

Besides the above reduction Concessions are also granted to Families, Railway employees, Hospital Nurses, Missionaries, To a Planters, &c.

The Anchor Line have lately added several large new passenger steamers to their fleet, each carrying fifty to sixty First Class Passengers in large airy Cabins all situated on the Upper Deck. For comfort these steamers cannot be surpassed.

The Railway journey from Marseilles to London occupies about thirty hours. Each steamer carries a duly qualified surgeon and an experienced Stewardess and is fitted out with every comfort. All Cabins are on the Upper Deck.

The following sailings have been arranged :—

Steamers.	Captains.	Tons.	Sailing about
BRITANNIA.....	Turner, R.N.R.	3,551	15th May.
KALIBIA.....	H. Tait.....	1,570	1th June.
ASIA.....	J. W. Shanklin.	3,611	28th June.
ARABIA.....	Geo Reed.....	3,598	12th July.
OLYMPIA.....	C. F. Osborne, R.N.R.	5,000	31st July.
AUSTRALIA.....	J. Tait	3,595	21st August.

The advertised rates to Europe include a passage by steamers between Karachi and Bombay. Passengers wishing to embark at Karachi can obtain through tickets via Bombay to Europe Passengers must obtain the tickets for such passages before embarking from Messrs. D. GRAHAM & Co. Karachi, or from us.

For rates for steamers not carrying Surgeon and stewardess, or any other information regarding Passages, &c., apply to the Undersigned.

W. & A. GRAHAM & Co., Agents.
Graham's Buildings, Bombay.

THOS. COOK AND SON,

BANKERS, PASSENGER AND FORWARDING AGENTS.

HOMEWARD PASSAGES
AT
REDUCED RATES,

FOR long PERIOD RETURN TICKETS by P. and O. and other Lines.

PASSAGES engaged by all Liners and Non-Liners FREE OF CHARGE FOR COMMISSION. Special attention to the selection of berths and grouping of passengers.
SPECIAL REDUCTIONS to Families, Missionaries and Railway Officials to London; also to Government Officials via China and America to Europe.
THROUGH TICKETS issued from any Railway station in India to all parts of the World.
COOK'S INTERPRETERS meet and assist passengers at London, Marseilles, Genoa, and all Chief Towns of the world.
OUTWARD PASSAGES engaged and ticket supplied from any part of the World to India.
PASSENGERS' BAGGAGE received, forwarded or insured against theft and all risks.
PACKAGES of every description stored, and shipped as cargo to all parts of the world at lowest rates; ESTIMATES on application.
CURRENT ACCOUNTS opened and amounts placed on DEPOSIT for FIXED PERIODS.
STOCKS and SHARES bought and sold.
DRAFTS, CIRCULAR NOTES, & LETTERS OF CREDIT issued and REMITTANCES made.

BOMBAY, CALCUTTA, RANGOON, COLOMBO.

THE NEW "REVLUC" PINCE-NEZ.

DURING the Hot Steamy Weather when your Glasses persist in falling off your nose, a pair of "REVLUC" FRAME fitted to your own lense, will be found a great boon.

They are self adjusting
There is nothing to break
They are always Horizontal
They are the acme of comfort and very strong
No slipping off the Nose.

Prices of Frames only, inclusive of fitting :—
Nickel Rs. 3-8. Gold Rs. 35,

MARCKS & CO., LD,
BOMBAY AND POONA.

A BOON TO MEN & WOMEN.

ATANK-NIGRAH PILLS,—A successful remedy based on most advanced and modern researches in the Ayurved, or Native Medical Science, for nervous diseases and physical debility, premature exhaustion and loss to vital energy with other allied affections.

A Pamphlet, containing Testimonials from Europeans, will be sent free of charge on application.

To be had of
VAIDYA SHASTRI MANISHANKAR GOVINDJI,
Atank-Nigrah Pharmacy,
KALKADEVI ROAD. BOMBAY

PUBLIC NOTIFICATIONS.

HOTEL WINDSOR,

VICTORIA STREET, WESTMINSTER,
LONDON, S. W., ENGLAND.
SPECIAL NOTICE.

ELECTRICALLY lighted throughout day and night. Moderate Tariff. Table d'Hote at Separate Tables, from 6-30 to 8-30 (open to non-residents). Turkish Baths.

INCLUSIVE TERMS FROM 12s. PER DAY.

J. R. CLEAVE,
Proprietor.

Of Course you require the BEST Cup of Tea possible.

THEREFORE YOU SHOULD DRINK ONLY

BRITANNIA BRAND TEAS

(KANGRA VALLEY)

which are undoubtedly the BEST and CHEAPEST

And are specially selected from the CHOICEST GROWTHS OBTAINABLE.

TEA AND COFFEE MART,
80, 82, 84, HORNBY ROAD,
FORT, BOMBAY.

A FORTUNE.

In the event of a stroke of good fortune you can win 500,000 Marks.

The payment of the prizes is guaranteed by Government.
First drawing: June 11th.

GERMAN GREAT MONEY LOTTERY
of the State of Hamburg.

You are invited to participate in the
CHANCES OF WINNING
In the grand drawings of prizes guaranteed by the State of Hamburg in which
11 Millions 202,000 Marks
SURELY HAVE TO BE WON.

In the course of these advantageous drawings which contain according to the prospectus only 115,000 tickets, the following prizes will be forthcoming, viz:

The highest will be event.

500,000 Marks (about £25,000)
Premium of 300,000 Marks (about £15,000).

Number of prizes:		Number of prizes:	
1 of 200,000 M	about £10,000	16 of 10,001 M	abt £ 537
1 of 100,000 M	" 5,000	26 of 5,000 M	" 250
1 of 75,003 M	" 3,750	102 of 3,000 M	" 150
2 of 70,000 M	" 3,500	156 of 2,000 M	" 100
1 of 65,000 M	" 3,250	4 of 1,500 M	" 75
1 of 60,000 M	" 3,000	612 of 1,000 M	" 50
1 of 55,000 M	" 2,750	1620 of 300 M	" 15
2 of 50,000 M	" 2,500	20 of 250 M	" 12/6
1 of 40,000 M	" 2,000	77 of 500 M	" 10
1 of 30,000 M	" 1,500	36953 of 169 M	" 8/9
1 of 20,000 M	" 1,000	9,382 of 150, 148, 115, 100 M.	
		10882 of 78, 45, 21 Mark.	

In all 50,010 prizes which must be surely won in 7 drawings within the space of a few months.

The highest prize of 1st drawings amounts to Mk. 50,000 increase in 2d, drawing to Mk. 50,000, in 3d, Mk. 60,000, in 4th, Mk. 65,000, in 5th, Mk. 70,003, in 6th, Mk. 75,000, in 7th, Mk. 210,000 and together with the Premium of Mk. 300,000 in the most fortunate case to Mk. 500,000.

The official cost for participation in the first two drawings amounts to £ — 18sh.—d. for a full ticket
" — 9 " —, for half a ticket
" — 4 " 6 " for one quarter of a ticket.

Half resp. quarter tickets will entitle to one half resp. one quarter of the amount, won by the respective number, named on the ticket.

The stakes for participation in the following drawings, as well as the exact prize-table, are indicated in the official prospectus, which I send on demand gratis in advance. The prospectus is also send gratis with every order. After the drawing I shall forward to every ticket-holder the official list of the winning-numbers.

THE PAYMENT AND FORWARDING OF THE AMOUNTS WON

to those concerned will have my special and prompt attention, and with the MOST ABSOLUTE SECRECY.

REMITTANCE OF MONEY can be made by BANK-NOTES by registered letter or by Post-Office-Order.

On account of the approaching drawing of the prizes, please address the orders immediately in all confidence direct to

SAMUEL HECKSCHER SENR.,
Banker at HAMBURG, Germany.

ORIENTAL GOVERNMENT SECURITY LIFE ASSURANCE COMPANY, LIMITED.

Established 1874.

FUNDS EXCEED TWO CRORES
INVESTED IN GOVERNMENT SECURITIES.

ALL
INTENDING ASSURERS
should apply for the Rates and conditoins of the

ORIENTAL

which are the lowest with safety, being based upon the Company's actual experience since its formation.

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Immediate payment of Claims on proof of death and title.

ENDOWMENTS
AND
ANNUITIES
ON
SPECIALLY ATTRACTIVE TERMS.

Full Particulars and Forms may be obtained on application at the Company's Office.
ORIENTAL BUILDINGS, BOMBAY.

R. PATERSON BROWN,
Manager.

The
Comprehensive Criminal Digest,
1862—1899.
BY
CHUNILAL HARILAL VAKIL, B.A., LL.B,
Subordinate Judge, Dholka; First Class Magistrate Ahmedabad.

THIS Digest contains all the criminal cases decided by the four High Courts and the uncharacterd High Courts in the Punjab, Oudh, Central Provinces, and Burma, reported in the four series of the Indian Law Reports, Bengal Law Reports, Madras I. L. Reports, Bombay H. C. Reports, N. W. P. High Court Reports, Calcutta Law Reports, Indian Jurist, Weekly Reporter, Hayes's Reports, Hyde's Reports, Marshall's Reports, Coryton's Reports, Agra H. C. Reports, Moore's Indian Appeals, Criminal Rulings of the Bombay High Court, Calcutta Weekly Notes, Bombay Law Reporter, Joy Govind Shome's Reports, Bourke's Reports, Burma, Select Judgments, Punjab Records, Central Provinces Reports, and Oudh Select cases, together with important cases from 1862 to 1899 decided by the SUDDER POUZDAREE ADAWLUT and NIZAMUT ADAWLUT. It gives concise rulings from more than 300 volumes, while the various rulings digest contains rulings from about 150 reported criminal cases. It contains a complete Index of all cases followed, overruled, or otherwise judicially noticed in these reports.

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NEW SEASON'S CHEESE.

NOW ARRIVING BY EVERY THROUGH MAIL.

		Rs. a.
GORGONZOLA, Real, whole Cheese (16 to 20 lbs.)	Per lb.	1 6
Do. do. do. in cut	do.	1 8
STILTON, English Prize Dairy, original weights from 12 lbs. each	do.	1 6
Do. do. do. in cut	do.	1 8
AMERICAN do. do. do. do.	do.	0 12
CAMEMBERT, in Glass Jars	each	1 4
CHEDDAR Pale Loaf (about 12 lbs. each, cut	Per lb.	0 14
CHESHIRE Real English do. do. do.	do.	1 0
EDAMS Dutch, whole Cheese do. do. do.	do.	0 12
DOUBLE GLOSTER do. do. do.	do.	0 14
GRUYERE, finest quality do. do. do.	do.	1 0

CUMBERLAND HAMS,
WILTSHIRE BACON,
ALWAYS ON CUT.

OILMANSTORES, (BARNES & Cos).
FRESH EVERY FORTNIGHT
FROM ENGLAND.

W. B. GREEN & Co.,
APOLLO BUNDER RESTAURANT.
BOMBAY.

LARGE AND NEW STOCK OF
LADIES'
BLACK
PURE SILK, FOX FRAME
UMBRELLAS
WITH ASSORTED FANCY HANDLES
WITH
GOLD PLATED AND STERLING SILVER MOUNTED.

THE ENGLISH UMBRELLA MART,
LARGEST AND CHEAPEST HOUSE,
OPPOSITE.—WHITEAWAY LAIDLAW AND CO., FORT.

McDOWELL & CO., LD.,
MADRAS.

REAL HAVANA CIGARS

We have arranged for the regular importation of the undermentioned BRANDS made of the

FINEST

HAVANA TOBACCO

Procurable, and are now in a position to offer them at the following Prices :—

"MULETA" Principes
4 3/8 inches. Rs. 19-12 per 100 in 50's.
Rs. 20-8 per 100 in 25's.

"COMPOSIA" Especiales
4 3/8 inches. Rs. 17-1 per 100 in 50's.

"COMPOSIA" Imperatrix
4 3/8 inches. Rs. 22-1 per 100 in 25's.

"MULETA" Graciosos
3 1/2 inches, Rs 13-4 per 100 in. 50's.
Rs. 14-2 per 100 in 25's.

ILLUSTRATED LEAFLET FREE ON APPLICATION

McDOWELL & CO., LD.,
MADRAS AND LONDON.

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CAPITAL £100,000.
GENERAL MINING BANKERS.

Business in all Mining Shares quoted or not quoted on the London Stock Exchange.
Advances made on Mining Shares at 6 per cent. per annum.
MINING PROPERTIES NEGOTIATED.

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GUARANTEED ABSOLUTELY ACCURATE.

IMPORTANT.—Every Timekeeper is carefully overhauled, adjusted and regulated and timed before delivery.

		Rs.
I.	Nickel Silver, Crystal Face, Keyless Lever Chronograph and Minute Recorder, without Watch	25
II.	Do. do. do. Superior quality	35
III.	Nickel Silver, Crystal Face, Keyless Double or Split Chronograph and Minute Recorder, without Watch	55
IV.	Nickel Silver, Crystal Face, Keyless Lever Watch, combined with Chronograph and Minute Recorder	65
V.	Do. do. do. Superior quality	90
VI.	Silver Cased, Keyless, Double or Split Chronograph and Minute Recorder, without Watch	65
VII.	Silver Cased, Keyless Lever Chronograph and Watch, Crystal Face, Rs. 90; Hunting or Half-hunting	100
VIII.	Silver Cased, Perfect Chronograph and Minute Recorder, with Watch, Keyless Lever movement of excellent quality, Crystal Face Case, Rs. 175; Hunting or Half-hunting	185
IX.	Silver Cased Double Crystal Keyless Lever Chronograph, with Minute Recorder and Watch	65
X.	Gold Cased Do. do. do. do.	175
XI.	Gold Cased Crystal Face, the Trainer's Chronograph and Watch, Keyless Lever Movement	185
XII.	Do. do. do. with Minute Recorder	210
XIII.	Gold Chronograph with Minute Recorder and Watch, Keyless Lever Movement of extra fine quality and finish. Crystal Face Case, Rs. 500; Hunting or Half-hunting	550
XIV.	Gold Crystal Face, Keyless Lever Chronograph with Minute Recorder and Watch of the highest quality, Rs. 950; Hunting or Half-hunting Case	1,050

MARCKS & CO., LIMITED,
WATCHMAKERS AND JEWELLERS,
BOMBAY AND POONA.

LONDON & LANCASHIRE LIFE ASSURANCE COMPANY.

[ESTABLISHED 1862.]

Assurances on every sound and approved Plan effected on most Favourable Terms.

NORWICH & LONDON ACCIDENT INSURANCE ASSOCIATION.

(ESTABLISHED 1856).

THE NORWICH UNION FIRE INSURANCE SOCIETY.
(ESTABLISHED 1797).

THE PHŒNIX ASSURANCE CO., LD.
(ESTABLISHED 1782).

THE LANCASHIRE INSURANCE CO.
now merged in the ROYAL INSURANCE, CO.
(ESTABLISHED 1850).

As Agents of the above First-class Offices, we are prepared to accept LIFE, ACCIDENT, and FIRE RISKS.

Terms on application to W. & A. GRAHAM & Co., BOMBAY.

MONGINI BROTHERS,

MANUFACTURING CONFECTIONERS AND CATERERS,
SPECIALISTS IN
WEDDING, CHRISTENING AND BIRTHDAY CAKES,
ARTISTICALLY DECORATED.
FANCY CAKES
OF EVERY DESCRIPTION,
FONDANTS,
ALMOND PASTE SWEETS,
CHOCOLATES, &c.,
MADE FRESH ON THE PREMISES.
A LARGE ASSORTMENT OF
CRACKERS, FANCY BOXES AND BASKETS,
SUITABLE FOR PRESENTATION.
ALL ORDERS CAREFULLY ATTENDED TO BY THE MANAGING PROPRIETORS.

MONGINI BROTHERS,
25—27, CHURCH GATE STREET, FORT, BOMBAY.

"MUSAFFI" PILLS
OF CASCARA AND MAYAPPLE

according to HUXLEY'S approved formula.
They "WORK WHILE YOU SLEEP"
For BILIOUSNESS, SICK HEADACHES, INDIGESTION,
as a Purgative, 2 to 3 Pills on going to bed,
For CONSTIPATION and DYSPEPSIA
as a LAXATIVE and DINNER PILL, one for a dose.
100 Pills (sold in Bottles) for 12 Annas, plus 3 Annas for V. P. P.

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IF YOU WANT TO SELL your PROPERTY, as Household Furniture, &c., address yourself to the BOMBAY AUCTION ROOMS Co. No. 18, Forbes Street, Fort, Bombay, who are always prepared to give you a higher offer than any one else.

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The BOMBAY GAZETTE OVERLAND SUMMARY prepared for despatch by each Overland Mail for Europe, contains, in addition to all the news of the week, a specially-written Market and Freight Report, and a well-digested Summary of Events.

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"Bombay Gazette" Office, 13, Esplanade Road.

LIST of ESTATES to which Letters of Administration have been granted to the Administrator General of Bombay and of Estates which have come under his charge.

CHARLES ERNEST MARDALL, a Major, in the Indian Staff Corps, and late of the Military Accounts Department, Poona.
LUXIMON BABAJI MURKAYKUR SAIT SONAR, late of Bombay Hindu Goldsmith.
REGINALD DENIS BURLTON, Major, 2nd Madras Lancers, late Deputy Assistant Adjutant General for Musketry, Poona.
JAMES WILLIAM BENNETT, late of Bombay, Master Mariner.
DHUNJI VEERJI, late of Bombay Hindu Inhabitant.
EMMA LOUISE CROSBY, late of Baroda, American.
THOMAS PERKINS, late Telegraph Master, Quetta.
CHARLES BENJAMIN BURROWS, of the United States of America, late of Bombay, European Inhabitant.
EDGAR PREVOST CLOSE, late Assistant Collector of Salt Revenue, Kaira.
CANJI BHIMJI, late of Bombay, Hindu Inhabitant.
RICHARD BRATHWAITE LLOYD FITZWILLIAMS, late a Lieutenant in the Royal Indian Marine.
LAWRENCE JOHN STAUNTON CATHELL, late a Lieutenant in His Majesty's Royal Army Medical Corps, Ahmednagar.
JOHN EDWIN PENTON, late District Superintendent of Police, Quetta.
ARCHIBALD LOUIS HEBBERT, late a Major in His Majesty's Royal Field Artillery, Manipur.
HENRY BENTLEY SMITH, late of Bombay European Inhabitant, a Master Mariner.
LOUISA McCARTHY, late of Bombay, European Inhabitant.

All persons having claims against, being indebted to, or holding property belonging to the abovenamed estate are hereby requested to state their claims, pay their debts and hand over such property to the Undersigned forthwith. All claims must be sent to the Undersigned at his Office within one month from the date of this Advertisement. At the expiration of the said period the assets will be distributed, and claims received after that period will not be recognised.

T. J. STRANGMAN,
Ag. Administrator General.
Administrator General's Office, High Court, Bombay, April 1903.

NOTICE.

MISS JOHNSON (late of Mrs. POMEROY'S, 29, Old Bond Street) and Miss DUPUIS, has OPENED BUSINESS for Face Massage, Electrolysis, at 61, Watson's Annexe, Bombay. Hours 7-30 A.M. to 12-30 P.M. and 2-30 to 5-30 P.M. THURSDAYS till 12-30 P.M. Terms—Single Treatment, Rs. 7. Course of six, Rs. 35. Preparations sent to all parts of India. Advice and Consultation Free. Book sent on application.

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1 Complete set Arithmetical Papers and Solutions,
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Prize Tickets will be presented free of cost to the Purchasers of a
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		Rs	
1 Prize Cash			2,000
1 Do.			500
5 Prizes		Rs. 150 each	900
3 Do.		75	225
2 Do.		50	100
25 Do.		25	625
10 Do.		30	300
50 Do.		15	750
50 Do.		10	500
50 Do.		5	250
100 Do.		4	400
100 Do.		3	300
125 Do.		2	250
523 Prizes		Total	7,000

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Only Advertisements for Clerks, Servants, &c., Houses to Let and Goods for Sale or Wanted, are accepted in this Column.

RATES.—(Cash only.) Three lines, per insertion, One Rupee. Every additional line, Eight Annas. REPLIES will be sent "BEARING" unless amount to cover Postage is previously paid.

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ELECTRO PLATING in Silver, Nickel, Gold, and Bronze, of finest finish and most durable quality, undertaken by THE BOMBAY ELECTRIC COMPANY, Electrical Engineers and Platers in ordinary to His Excellency the Governor of Bombay.

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PAY a VISIT to JACKERIA EBRAHIM'S SHOP No. 52, Esplanade Cross Road, opposite Market Police Office, it will repay you. Large Assortment of Goods, and Oilmanstores by every Mail at Fair Rates.

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RUBBER TYRE
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13" CHANNEL	Rs. 2-4	per foot.
14" Do.	" 1-12	"
CHANNEL SET of four Wheel	" 10-	per set.

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The Bank receives DEPOSITS FIXED for one year and shorter periods, at Rates of Interest to be ascertained on application.
CURRENT DEPOSIT ACCOUNTS are opened for approved Customers, and interest is allowed at 2 per cent. per annum on daily balances from Rs. 1,000 up to Rs. 100,000, but no interest is allowed when the sum accrued does not amount to Rs. 10 half-yearly.
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Sub-Branches:—Murree—(April to October),
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CAPITAL PAID-UP, Rs. 43,90,800.

RATES OF INTEREST ALLOWED ARE AS UNDER
STERLING DEPOSIT ACCOUNTS for home remittances, 4 per cent. per annum.

FIXED DEPOSITS—
9 to 12 months, 5 per cent. per annum.
2 years at 6½ " "
Special rates are given for SHORT PERIOD DEPOSITS which can be learnt on application.
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F. TRANACK,
Manager.
Bombay, 17th April 1.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid up Capital	$ 100,00,000
Sterling Reserve Fund	$ 100,00,000
Silver Reserve Fund	$ 5,500,000
Reserve Liability of Proprietors	$ 100,00,000

COURT OF DIRECTORS AND HEAD OFFICE IN HONGKONG:

J. B. M. SMITH, Chief Manager.

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WM. ANASTASIUS JONES, Esq., (Director of the London and County Banking Co., Limited.)
CARL MEYER, Esq., (Director, National Bank, Egypt.
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Interest allowed at 1 per cent. per annum on Daily Balance if not under Rs. 1,000, and not exceeding Rs. 7,50,000; but no interest is allowed when the sum accrued does not amount to Rs. 5 half-yearly.

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Are received for 12 months at 4 per cent per annum and for shorter periods on terms which may be ascertained on application.
Credits granted on approved Securities, and every Description of Banking and Exchange Business transacted.
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VETERINARY AND COMMISSION STABLES AND COACH BUILDERS,

GIRGAUM AND GOWALIA TANK ROAD
Oldest Established Firm in Bombay.

CHARGERS, Polo Ponies, Hacks and Carriage Horses selected with the greatest care for Local and Up-country Constituents.
HORSES shod on the most approved principles with Shoes made on the premises of specially imported iron, under the immediate supervision of a first class ENGLISH FARRIER.
ARABS and C.-BREDS broken to Single (Rs. 15), and Double Harness (Rs. 30), and Saddle (Rs. 15). Walers broken to Single Harness or Saddle (Rs. 25). Double Harness (Rs. 50). Troublesome horses charged extra.
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CRUSHED HORSE FOOD best in the market, Rs. 5 per cwt., delivered free in Bombay. Special Mixtures, Bran, Grain, Barley, New Zealand Oats, Australian Chaff, Pressed Hay, etc., supplied at lowest rates consistent with good quality.
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FINEST LUCCA OIL; Pure Italian Wine Vinegar.
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ANCHOVIES SALTED (loose); and in oil in Bottles.
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SPECIAL TIME AND FARE TABLES
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Are so moderate that, at usual ages for assurance, Rs. 1,200 or Rs. 1,250 may be secured, from the first, for the yearly payment which would generally elsewhere assure Rs. 1,000 only—the difference of Rs. 200 or Rs. 250 being equivalent to

AN IMMEDIATE AND CERTAIN BONUS OF 20 TO 25 PER CENT.

ILLUSTRATIVE TABLE

SHOWING THE ANNUAL PREMIUM PAYABLE FOR VARIOUS KINDS OF POLICIES WITH PROFITS.

Age next Birthday.	Whole life Assurances of Rs. 1,000.				Endowment Assurances of Rs. 1,000.			Age next Birthday
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		10 years.	15 years.	20 years.	15 years.	20 years.	25 years.	
	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	Rs. a.	
20	21 10	48 8	36 6	30 7	64 5	47 6	37 11	20
21	22 1	49 4	36 14	30 15	64 6	47 8	37 13	21
22	22 9	50 0	37 7	31 7	64 8	47 10	37

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THREE IMPORTANT FACTS
ABOUT THE
STANDARD LIFE OFFICE.

1.—OVER THREE QUARTERS OF A MILLION STERLING per annum is being paid in Death Claims year by year.

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F. A. PREVOST,
Secretary.

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Rolled Steel Beams, Angles, Tees and Galvanised, Corrugated and Plain Iron Sheets.

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We are Sole Importers of "Faggot Steel" ÆB and "Sheepbridge Crown" Staffordshire Iron.

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NEW STERLING EXCHANGE TABLE.

THE *Bombay Gazette* are bringing out a small neatly bound STERLING EXCHANGE TABLE, covering all RATES in 32nds, both Sterling into Rupees and Rupees into Sterling, from 1s. 3 2-3*d.* to 1-4 23-32. The Book will, it is thought, supply a long felt want, as since the stoppage of the free coinage of silver rates have varied well within those given both for demand and six month's Currency Bills, and the extensive and expensive tables in general use are now no longer required. The form adopted will also greatly facilitate the conversion of broken amounts.

To subscribers the cost will be Rs. 1-8 per copy To non-subscribers Rs. 2.

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Quite recently and highly popular remedy, as employed in the Continental Hospitals, by Ricord, Rostan, Aubert, Devergie, and others, all the dealerdate to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a few days (only sometimes) all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by bringing on inflammation and other serious diseases. Also dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind. It will be found astonishingly efficacious, affording prompt relief where other remedies well tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints—often a mistaken for rheumatism—secondary symptoms disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous relaxation, waste of vitality, harassing dreams, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring lost vitality and is unrivalled.

THERAPION may be procured at 2/9 and 4/6 per package, of all the principal Chemists and Merchants throughout the World. In ordering, the purchaser should state which of the three numbers he requires, and observe above Registered Trade Mark, which is a fac-simile of the word "THERAPION" as it appears on the Government Stamp in white letters on a red ground), affixed to every genuine package by order of Her Majesty's Hon Commissioners, and without which it is a forgery.

FOR THE BLOOD IS THE LIFE.

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER,

IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising.

For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, it is a never-failing and permanent Cure. It Cures Old Sores.
Cures Sores on the Neck.
Cures Sore Legs.
Cures Blackhead or Pimples on the Face.
Cures Scurvy.
Cures Ulcers.
Cures Blood and Skin Diseases.
Cures Glandular Swellings.
Clears the Blood from all impure Matter,
From whatever cause arising.
It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones.

As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

Colour-Sergeant Instructor Jno. Howarth Cheshire Regiment, Chester, writes:—"I suffered from Rheumatism in my arms and legs for over five years. I also had a bruised shin bone, through which I could rest only for a few mihutes at a time. All sorts of remedies were applied, but none did any good for more than a few days. After a while I was recommended to try 'Clarke's Blood Mixture,' which I did, and on taking the first bottle I felt relief. I therefore continued with this excellent medicine, and it effected a perfect cure. This was more than a year ago and I am pleased to say I have not felt the least pain since—in fact, I am in as good health as ever I was in my life.

"Moreover, I know two friends of mine who were laid up with Rheumatism of my case, and they tried 'Clarke's Blood Mixture.' They are tailors by trade, and in seven days they were at work again. They say this medicine cannot be too highly praised.

"May 18, 1898."

Mr. George Price, St. Margaret's-on-Thames writes:—"I feel that I should write you a few lines in praise of Clarke's Blood Mixture. I have been suffering for these last few years with Eczema and Blotches, which prevented me following my occupation, and I can safely say I have spent scores of pounds on all sorts of other medicines. A little while ago, however, I was advised by a friend of mine who has taken Clarke's Blood Mixture to try a bottle, and to my great relief I am a new man and able at the present time to go on with my business, being now quite well. In fact, I cannot give it too much praise, and am at liberty to make what use you like of this testimonial for the benefit of others who may be suffering from the same complaint.

"December 29, 1899."

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles at 2s. 9d. each, and in cases containing six times the quantity, sufficient to effect a permanent cure in the great majority of long-standing cases, BY ALL CHEMISTS AND PATENT MEDICINE VENDORS throughout the world. Proprietors, THE LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England. Trade Mark—"BLOOD MIXTURE."

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The word "Lincoln" and "Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp affixed to every genuine package, and "Clarke's World-famed Blood Mixture" appears on the bottle. WITHOUT WHICH NONE ARE GENUINE.

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Just received the following:
REAL MANILAS.
"LA PERLA DEL ORIENTE" BRAND.

	Rs.	a.
High Life in the East ..... per 50	4	0
Princesas ..... per box of 100	6	0
Londres ..... " "	6	0

DUTCH HAVANAS.

	Rs.	a.
Spotted Dogs, "par Excellence", per 50	6	0
El Saya, Darvel Bay ..... "	5	0
Young American, Rosa Geiria ... "	5	0
Noblesse, Reintas ..... "	4	0
Primros, Princesas ..... "	3	8

Up-Country orders by V. P. Post or Rail.

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CIGAR MERCHANTS & TOBACCONISTS,
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HIGH CLASS GENTS' TAILORS AND LADIES' DRESS MAKERS.
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NOTE.—Don't send it if you dislike plain speaking.

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RESERVE LIABILITY OF SHAREHOLDERS..... £800,000

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Rangoon,	Bangkok.	Tientsin,
Colombo.	Batavia.	Hankow.
Penang.	Sourabaya,	Yokohama,
Thaiping,	Manilla	Kobe,
Medan, Deli (Sumatra),	Cebu. (Philippines),	New York

The Corporation GRANT DRAFTS on the above Agencies and Branches; buy and remit for collection Bills of Exchange; issue Letters of Credits; and undertake general Banking business.

FIXED DEPOSITS
are received for TWELVE MONTHS at FOUR PER CENT per Annum. Rate for shorter periods may be ascertained on application.

JOHN STIVEN,
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Bombay Agency, Esplanade.

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" N. A. MACLEOD, Messrs. McLeod & Co.
" D. KING.

CREDITS granted on approved Security and every description of banking business transacted.
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	Per cent. Per Annum
For 3 Months.....	4 "
" 6 Months.....	4½ "
" 12 Months.....	5 "
" 2 Years.....	5½ "

The Bank offers special facilities and advice to Constituents as to the purchase and sale of all Indian Securities, particularly the Shares and Debenture Stocks of Jute, Cotton, Tea, and Miscellaneous Industrial Concerns.
The Bank is prepared to guarantee the principle and interest of Debentures on its approved list on terms which may be ascertained on application. Absentee shareholders' and Investors' interests carefully watched.
Orders executed on the London Stock Exchange through London Branch.
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D. KING,
Agent,
Calcutta, 3rd February, 1903.
LONDON BRANCH:
GREAT WINCHESTER STREET E.C.

THE YOKOHAMA SPECIE BANK, LD.

SUBSCRIBED CAPITAL... Yens 24,000,000
PAID UP CAPITAL..... " 18,000,000
RESERVE FUND ..... " 9,030,000

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SOUTH AFRICA, 1899-1902.
MENTIONED IN
DESPATCHES.
(2ND. EDITION.)
Being a Complete List of Officers and Men of the Army and Navy mentioned in Despatches (with details of act for which mentioned, where such has been gazetted); together with a List of those awarded the Victoria Cross (with details), Conspicuous Service Cross, Distinguished Service Order, and Distinguished Conduct Medals; and of Nursing Sisters who have been awarded the Royal Red Cross.
Also List of all Honours and Special Promotions in the Army and Navy gazetted up to November, 1902.
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NEVER FOUND OUT OF ORDER.—"I am glad to inform you that I have used Singer's Oil Sibbing Machine for last 10 years, and during that time never found it out of order, and even now it works as if it were quite new. Mrs. L. ALMEIDA, Girgaum, Bombay."

COMMERCIAL INTELLIGENCE

BOMBAY MARKET REPORT.

LONDON, MAY 7.

SECURITIES—
2½ per cent. Consols ..... £82 9/16 = — 3 15
3 per cent. Stocks ..... £95 1/4 = unchanged
3½ per cent. Indian Sterling Loan ..... £108 = do
3½ per cent. Indian Enfaced Rupee Paper ..... £ 65 7/8 = — 1/16

SILVER—
Spot in London ..... 24 7/8 = — 1/8
2 months hence ..... 24 1/8 = — 1/8
Spot in New York ..... 54 = — 1/8

EXCHANGES—
Paris cheques ..... 25/3 1/2 = — 1 1/2
Berlin ..... 20/40 = unchanged
New York Demand ..... 4·28 = do

DISCOUNTS—
Bank of England ..... 4 per ct = do
3 months sight Bank Bills ..... 3 1/2 per ct = + 1/8
6 " " " ..... 3 1/2 per ct = + 1/8
3 months sight Fine Trade Bills ..... 3 3/4 per ct = unchanged
6 months Sight Fine Trade Bills ..... 3 3/4 per ct = do

INTEREST—
Day to-day loans ..... 3 3/8 per ct = + 1/4
7 day market loans ..... 3 3/8 per ct = + 1/8

Amount withdrawn from the Bank of England about £1,75,000 for S. America.
Extra Council Bills allotments on Madras Rs. 20,000 at 1s. 4d.
Rapeseed.—Yellow Gujerat 35 1-2 April-May. Business done.
Rapeseed.—Yellow Cawapore 34 5-8 May-June, Business done.
Rapeseed.—Brown 33, May-June. Buyers, tone firm.
Linseed Bold 41 1-4 June-July. Business done. Tone firmer.
Arrivals.—s.s. Jerseymoore and Ghamis.

In Liverpool—
Cotton Market closed steady. Surats quiet. Manchester quiet. Total sales 10,000. Spot 5·58 plus 4. Sold on speculation and for Export 2,000. Imports 3,000. Arrivals closed steady.

May-June	June-July	July-Aug.	Aug-Sept.
5·31	5·28	5·33	5·17
+3	+4	+3	+3
Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.	Jan.-Feb.
4·20	4·72	4·65	4·61	4·13
+2	+2	+2	+2	+2

In New York.—

Receipts at the Port.....	10,000 bales.
Do. last year.....	13,000 "
Exports to Great Britain.....	6,000 "
Do. do. Continent.....	8,000 "
Mid-Uplands	10·95 + 10
Futures, month of July.....	10·15 + 8
Do. do. December	8·06 + 4

In New Orleans—

Spot	10 5-8 + 1-16
Futures, month of August	10·31 + 28
Do. do. November	8·00 + 13
Tone at close	steady.

Arrivals of Cotton, Wheat and Seeds into Bombay during the 24 hours ending at 6 p.m., on Thursday, 7th May 1903:—

Cotton	7,286 bales.
Wheat	11,885 cwts.
Linseed	19,972 "
Rape, Rai and Mustard seeds	19,931 "
Gingellyseed	6,890 "
Poppyseed	12,684 "
Groundnuts	1,167 "
Castorseed	4,378 "
Rice	2,575 "
Myrabollams	4,373 "
Cottonseed	5,911 "

BOMBAY, FRIDAY, MAY 8.

At the commencement of the week there was little or no change in the condition of the local Cotton Markets. Export houses were only small buyers, and the local mills, though at times showing signs of activity, were generally only buying to a moderate extent. During the last two days, however, business has materially improved, and both exporters and the local mills have been buying more freely. The shipments for this month should be heavy, and an even better demand should be seen in the near future. The Home markets have been advancing steadily during the week, and to-day S ot Cotton in New York is 20 points higher, and July and December Futures, respectively, 10 and 12 points high r than last week. Holders here are very firm, and though prepared to meet the demand at current rates are by no means inclined to give way. Broach has been the staple principally in demand, and one or two lines are reported to have been done by exporters. Bhownugger has been enquired for to a moderate extent, and high class Oomras and ginned Bengals have had their share of the business passing. A small line of hand-ginned Bengals is reported to have been placed with a local mill at Rs. 175. The market closes steady with rates about 1. per candy higher all round. In contracts there is not much doing, and rates have remained steady.

LINSEED.—There has been a moderate business doing throughout the week, the price varying from Rs. 7-2 to Rs. 7-3, at which latter rate the market closes steady.

RAPESEED has been firm with a good enquiry, and business is reported on a fairly large scale at the following rates:—

Brown Cawnpore	Rs. 58 to Rs. 5 9
Yellow Cawnpore	Rs. 5 13 to Rs. 5 14
Yellow Guzerat	Rs. 6 0

POPPYSEED.—A small business has been passing at Rs. 6-10, and the market has ruled quiet but steady throughout the week.

CASTORSEED.—A fair business has been done at Rs. 20-12 to Rs. 21-8, but the market closes quieter, and the demand has subsided. The closing quotation is Rs. 21-8

WHEAT has been very steady with a good demand which has been met at ruling rates as follows:—

Soft Red Ahmedabad	Rs. 29 to Rs. 29 8
Club No. 1	" 30 to Rs. 30 8
Osiba	" 25 8 to Rs. 26

FREIGHTS.—The market has been steady with a moderate demand. Rates have been done at 13s. and 13s. 3d. for Antwerp and 13s. 3¾. for Dunkirk May shipment. Brisnes has passed at 13s. 6d. seeds and 14s. measurement, and for Antwerp at 13s. 3¾., all May shipment.

The following charters are reported. "Kilburn" at 13s. 6d. Lonsdale 15s. May shipment and "Valetta" 13s. 6d. May shipment.

The mail of the 24th April from London brings £130,000 silver, and £20,000 gold, to Bombay, and the following Council Bills:—

Calcutta	Rs. 12,30,000
Bombay	" 24,30,000
Madras	" 14,90,000
	Rs. 51,50,000

The mail of the 1st May from London brings £1,000,000 silver £20,000 gold and the following Council Bills:—

Calcutta	Rs. 19,40,000
Bombay	" 23,70,000
Madras	" 9,90,000
	Rs. 53,00,000

The mail of the 8th May brings the following Council Bills:—

Calcutta	Rs. 10,80,000
Bombay	" 10,30,000
Madras	" 9,10,000
	Rs. 30 30,000

At the weekly allotment on Wednesday fifty lakhs were put up for tender. Of this amount 30 lakhs were taken in Bills at Rs. 3 15-16, an advance of 1-32d. on last week's rate tenderers receiving one per cent., and the balance 20 lakhs in Telegraphic Transfers at 1s. 4d., tenderers receiving in full. Of Transfers 5 lakhs were allotted to Calcutta and 15 lakhs to Bombay. Extra allotments of Council Bills were made of Rs. 20,000 to Madras at 1s. 4d. The amount to be allotted next week remains at fifty lakhs.

The following changes occurred in the Bank of Bombay statement, dated 25th April, compared with the previous week:—

	Rs.	
LIABILITIES.		
Public Deposits	...	16,30,054 Decrease
Other Deposits	...	28,09,296 Increase
Sundries	...	58,005 Increase
ASSETS.		
Government Securities	...	5,72,024 Increase
Other Authorized Securities	...	1,52,190 Decrease.
Credits on Securities	...	0,28,522 Decrease.
Loans do.	...	9,08,776 Increase.
Bills discounted & purchased	...	7,99,533 Increase.
Balance with other Banks	...	58,857 Decrease
Sundries	...	38,047 Increase
Cash	...	2,32,045 Decrease.

The Bank of Bengal weekly cash balance was 19 lakhs down and the bank rate remains unchanged at 5 per cent. per annum. The Bank of Madras weekly cash balance was three lakhs, and the rate also remains unchanged at 7 per cent. per annum. The Bank of Bombay rate remains as before at 6 per cent. per annum. The local money market is firm and active.

GOVERNMENT PAPER.—Owing to the absence of the Marwaree speculators there is no animation in our market. Prices are adjusted on advices from Calcutta. Although the Money Market is tight, it is not depressing the price of paper.

	Repayable.	Rate
4 per cent Bombay Port Trust ...	1923	101 1-2
4 per cent " " ...	1920	101 1-2
4 per cent " " ...	1932	101-12
4 per cent Bombay Municipal ...	1933	100
4 per cent " " ...	1940	101
5 per cent " " ...	Taxes.	116
5 per cent " " ...	Sanitary	115
4 per cent Bo. Improvt Trust ...	1959	100 1-2
4 per cent " " ...	1961	101-8

Prices of Bullion:—

English Bar Silver, ex duty, ready	Rs. 64-8
Do. do. 1st Settlement	Rs. 64-4
Do. do. 2nd do.	Rs. 63-10
English Bar Gold, ready	Rs. 34-2

The Silver Market has been fluctuating considerably during the week, although only a moderate amount of fresh business has been done. The price of ready Silver opened at Rs. 69, touched Rs. 67-4, and closes at Rs. 67-10. The speculative demand for ready Silver continues undiminished, and the stocks at the Banks are small.

EXCHANGE.—The market has been firm throughout the week. The demand for remittance has been small with one exception, and a better enquiry is apparent for money. A very large line of Bank Demand was done early in the week at 1s. 3 31-32d. for all May in connection with some native States loan. This did not weaken the market in the least and 1s. 4⅛. could has since been done at odd times. No less than 15 lakhs of Council Wire was sold in Bombay on Wednesday at 1s. 4⅛. Bills have been scarce, and merchants have little to offer in a rising market. But London money is dearer and exchange is firm here for Credits and Bills generally. A moderate business is doing but nothing of great importance.

PIECE-GOODS.—The market has been rather quiet, the demand from up country having slackened a good deal. Prices, however, remain the same and clearances are fair. A few sales in ready goods have been effected by firms, but no forward business either in Greys or Whites is possible. For Dyed Goods Prints, and Fancies there is a fair demand and some business is reported to have been booked.

The Yarn Market is firm at the advanced prices quoted by spinners. During the past week a good business has been done, fully 13,000 to 15,000 bales have changed hands.

METALS.—In Copper and Yellow Metal no fresh business has been done. Dealers expect home prices will decline, and consequently are prepared to wait at present. In Iron and Steel the market is quiet owing to heavy stocks, and very little forward business is offering. Spelter is steady and Pig lead, Quicksilver, and Tin Plates are dull with little doing.

COALS.—Arrivals of Bengal Coal are large, and the market is very quiet, with only a small retail business passing.

The Share market is steady. Bank of Bombay shares have advanced to Rs. 1,295 to Rs. 1,297-8 at which rates they are reported to have changed hands and are steady at the latter rate. In mill shares, Manekjee Petits have been advancing in rates every day, and they are steady at Rs. 2,075 cum. dividend and bonus. Centrals are unchanged at Rs. 1,630. Swadeshis are quiet at Rs. 745. Colaba Land and Mill shares are unchanged and quiet at Rs. 390 and Currimbhais at Rs. 520 X.D., David Mill shares at Rs. 245, and Standards at Rs. 315. Chinas are steady at Rs.510 City of Bombay Mill shares have improved to Rs. 625 X. D. Hindustan Mill shares are unchanged at Rs. 360 and Indian Manufacturing at Rs. 340. Jamshed Mill shares have changed hands at Rs.72-8 X.D. Morarjees are quiet at Rs. 1,525, X.D. and Sholapurs have changed hands at Rs. 1,710, X. D. Kohinoors are steady at Rs. 300 cum-dividend In Miscellaneous list Alcocks are steady at Rs. 250 cum-dividend. Badami Piles are steady at Rs. 158. Bombay Borax has changed hands at Rs. 6,440 and quarrier shares at Rs. 1,645. Port Canings have changed hands at Rs. 437 and Oriental Life shares at Rs. 140, X. D., and Kemps at Rs. 246. Treachers are steady at Rs. 615, and Telephones at Rs.94, X.D. Press shares are steady, Mofussils have advanced to Rs. 512 8 in the beginning of the week, New Indians changed hands at Rs. 161, but lately they have improved to Rs. 162-8. New Berars are quiet at Rs. 567-8. In Railway Companies Ahmedabad Prantej have changed hands at Rs. 52-8 and Tapti Valley at Rs. 427-8 X. D. The rest of the companies are unchanged and quiet at previous quotations, with little or no business reported in them.

BOMBAY, FRIDAY MAY 8,

EXCHANGE—Tone firm.

Bank T. T.	Rs. 3 15-16d. to 31-32d.
Bank Demand	Rs. 3 31-32d. to 1-4d.
Credit Bills 3 Months Sight D. A..	Rs. 4 3-16d.
Do 6 do do	Rs 4 5-16d.
French France 3 do do	170
Marks 3 do do	138 1-4
Hongkong 30 Days' Sight	125
Shanghai 30 do do	174
Japan 30 do do	151 1-2

GOVERNMENT PAPER—3 1-2 per cent. Tone steady.

Cash	Rs. 99-2
1st Settlement	Rs. 99-2

Money Market—Tone firm.

BANK RATE—

Bank of England since 21st October	4 per cent.
Bank of Bombay do. 10th April	6 do.
Bank of Bengal do. 21st April	5 do.
Bank of Madras do. 21st April	7 do.

SEEDS.

	Rs. a.
Linseed.—Tone firm.	
Ready	7 3
Rapeseed.—Tone firm.	
Brown Cawnpore Ready ...	5 9
Yellow Cawnpore, Ready ...	5 15
Yellow Guzerat Ready ...	6 0
Poppyseed.—Tone firm.	
Ready	6 12
Castorseed—Tone firmer.	
Ready	22 0

WHEAT—Tone steady.

Soft Red Ahmedabad	Rs. 29 0 0
Club No. 1	Rs. 30 8 0

LIVERPOOL OPENING TELEGRAM.

Tone	firm.
Estimated sales	8,000
Actual imports for the current week	....

May.-June	June-July	July-Aug.	Aug-Sept.
5·42	5·42	5·41	5·30
+3	+3	+3	+3
Sept.-Oct.	Oct.-Nov.	Nov.-Dec.	Dec.-Jan.
4·22	4·74	4·67	4·63
+2	+2	+2	+2

Jan. Feb. 4·65 +2

COTTON.—The local cotton market is firm and prices are Re. 1 per candy higher all round. There is a fair enquiry from exporters and mills.

Official quotations of the Bombay Cotton Trade Association Limited:—

Growths.	Fine	F.-G.	Good
Bengals H. G. (By. terms)...	175	165	158
Bengals M.G. (By. terms)...	185	177	...
Sind-Punjab (M. G.) ...	185	176	...
Belani M. G. ...	189	181	...
Khandesh M. G. ...	...	178	170
Akola M. G. ...	194	185	...
Khamgaum do ...			
Karanja do ...			
Damangaum Poolgaum M.G.	198	190	...
Nagpur M. G. ...	198	190	...
Broach do ...	240	233	...
Bhownugger do ...	212	203	...
Do H. G. ...	205	199	192
S.-G. Dharwar... ...	...	...	230
Westerns... ...	...	...	210

COTTON STATISTICS, Bales.

Receipts for the week	60,590
Receipts from 1st Oct. to 7th May	19,32,432
Shipments for the week, to Europe...	43,735
Do. China, Japan, and Coast Ports	8,925
Total	52,659
Shipments from 1st October to 7th May, Europe	6,84,150
Japan	2,25,329
China	15,942
Coast Ports	8,530
Total	9,32,951
Afloat in Harbour for Europe	18,783
China, Japan and Coast Ports	Nil.

Week's Receipts of Cotton, Wheat and Seed.

Cotton	60,590 bales
Wheat	2,89,300 cwts
Linseed	148,403 "
Rape, Rai and Mustard Seed...	143 134 "
Gingelly seed	37,813 "
Poppyseed	70,092 "
Groundnuts	1,055 "
Castorseed	35,031 "
Rice	93 224 "
Myrabollams	20,931 "
Cottonseed	73,018 "

(REUTER'S TELEGRAM.)

COMMERCIAL AND FINANCIAL NEWS.
LONDON, MAY 7.

The Liverpool Cotton Market closed steady.
Surat quiet.
The Manchester Market has been quiet.

2 3-4 per cent. Consols	92 9-16
3 per cent Rentes	98 1-4
à 1-2 per cent. Sterling Loan	108
à 1-2 per cent. Rupee Papers.....	65 7-8
Bar Silver	24 7-8

The sum of about £175,000 has been withdrawn from the Bank of England for S. America.
The Bank of England returns for the week ending yesterday show the following results:—Total Bullion £35,400,000, increase £100,000; Public deposits £7,700,000, decrease £900,000; Other deposits £30,100,000, decrease £2,600,000; Other Securities £25,000,00; decrease 3,100,00. Notes and Gold £24,500,000 Unchanged. The Bank's Reserve is 52 per cent. of the Liabilities.

FOREIGN TELEGRAPHIC SERVICE,

MAY 8.

STATE OF INTERNATIONAL COMMUNICATION.

GREAT BRITAIN—Via Teheran, perfect. Via Turkey, Perfect. Via Suez, perfect.
CONTINENT OF EUROPE—Via Teheran, perfect. Via Turkey perfect. Via Suez perfect. Via Valentia, perfect. Via Direct Cable, perfect.
AUSTRALIA—Via Penang, perfect. Via Amoor, perfect.
CHINA.—Via Penang, perfect. Via Amoor, perfect. Via Bhamo, interrupted.
AFRICA—Via Aden, perfect. Via Cadiz Teneriffe, perfect. Via Lisbon, St. Vincent, perfect.
Cable Paramaribo Cayenne interrupted.
Cable Cayenne Pinheiros interrupted.
Cable Para Ste. Martinique interrupted.
Cables Dominique Martinique, St. Lucia Martinique Guadaloupe Martinique, St. Lucia, St. Vincent, interrupted.
Telegrams will be conveyed frequently by steamers.
Cable communication with Martinique is open via Lisbon and Cadiz.
Telegrams can only be accepted at sender's risk.
Cable addresses should not be used.
Telegrams to Dominica are subject to censorship.
Telegrams in Code may be accepted for Crete but those in cipher language are not admitted.
Cable New York, Haiti interrupted.
Bhamo route to [China interrupted beyond the Indian frontier.
Line Saigon Rangkok rights?

Latest dates of Foreign Messages received at Bombay from the United Kingdom during the 24 hours ending at 8 p.m. of the 8th May 1903.

(Difference in Longitude allowed for.)

Via.	Latest Dates. D.	H.	M.	Time occupied in transmission. Hours.	Minutes.
Turkey			Nil	—	—
Persian Gulf	8	2	30 p m	—	33
Direct	8	2	55 p m	—	6

Time occupied in the transmission of messages to Bombay during the 24 hours ending 8 p.m. 8th May 1903.

	Maximum Time. Hs.	M.	Minimum Time. Hs.	M.
From Calcutta	2	15	0	1
" Karachi	0	18	0	1
" Madras	0	9	0	5

DOMESTIC OCCURRENCES.

THE Charge for Announcements of BIRTHS, MARRIAGES, DEATH and MEMORIAM Notices (which must be authenticated by the name and address of the sender) is Rs. 2, for six lines or less, and 8 as. for every additional line. CASH strictly in ADVANCE.

OTHER PRESIDENCIES.

MARRIAGE.

HUNTER—HANSON—April 27, at St Thomas's Church, Debra Dun, by the Rev F H Surridge, Douglas John Hunter, Survey of India, eldest son of Mr W Hunter, of Glasgow, to Millicent Beatrice Geraldine, third daughter of Mr C L Hanson, late Superintendent of Post Offices, Bombay Circle.

BOMBAY.

TO-DAY.

Sun rises, 5h. 29 m. Sun sets, 6h. 24 m. High water, 10-20m., 10-16h. Low water, 3-45 a., 4-0 a.
Royal Bombay Yacht Club Races.
P. and O. s.s. Massilia, with English mails of 24th ult., due to arrive at daylight.

PARSEE CYCLING CLUB.—Members meet at the Club Tent at 9 p.m. to-day for a moonlight run to Dadar via Veliard and back.

SKULL FRACTURE AND DEATH.—Ignacio Fernandiz a Goanese, aged twenty-six while under the influence of liquor fell down the stairs of a koor in Doka Gully on Wednesday last. His skull was fractured and he died from the effects of the fall.

THEFT OF ORNAMENTS.—A report has been made to the police by Chimalal, a Hindu woman, keeping a grocer's shop in Khoja Street, that on Thursday afternoon during her absence from the shop one of her servants broke open a box and stole ornaments of the value of Rs. 1,155 from it.

POSTAL NOTICE.—A mail for Europe and Egypt consisting of letters and packets specially marked for transmission per Messageries Maritimes Co.'s s. s. Tookie will be made up at the Bombay General Post Office for despatch to the Marseilles Post Office at 10½ a. m. to-morrow. Letters, &c., for Aden will also be despatched.

DECLARED A VAGRANT.—W. H. Egerton, a European, was charged at the Esplanade

FOR THE

HILLS.

Order now YOUR OWN

and your SERVANTS OUTFITS

and save money by dealing direct with the

MANUFACTURERS.

It will COST nothing to send

for SAMPLES and

the FREIGHT

on the CLOTHS, if you order them,

will average less than

TWO ANNAS A YARD.

SUITINGS

COMPLETE SUITS made to order under

EUROPEAN SUPERVISION.

ARMY FLANNELS.

SADDLE SERGES.

BLANKETS for Men.

Do. and JHOOLS for Horses.

PUTTIES.

JERSEYS.

CARDIGAN JACKETS.

BALACLAVA CAPS.

SOCKS, BLUE GREY.

Do. NATURAL GREY.

MITTENS.

THE NEW EGERTON WOOLLEN MILLS COMPANY, LD.,

DHARIWAL, PUNJAB.

SECOND-HAND PIANOS.

NOW AVAILABLE AT BOMBAY.

	Rs.
SCHIEDMAYER and SOEHNE'S GRAND PIANO. (Horizontal shape) in splendid condition and just out in thorough order. ...	600
COTTAGE PIANO by MARCKS & Co. Limited in very good tone and condition. ...	250
SQUARE PIANO by LIPP & SONS. A Piano intrinsically new. An Instrument that has been in good hands while on hire. ...	650
BRARD GRAND PIANO. (Horizontal shape.) Almost new and has been little used during the last 2 years. ...	1,400
BRINSMEAD UPRIGHT GRAND PIANO, with the new toning apparatus in splendid tone and condition, would make a capital District Piano. ...	650
SCHIEDMAYER and SOEHNE'S UPRIGHT PIANO, very little used and is almost new....	650
AMERICAN ORGAN by GILBERT & BAUER in thorough order. A very fine Organ.	150

The above Instruments have been built for the climate of India and have stood the test well. Arrangements can be made, if desired, for purchase of any of these Instruments on the Hire-System.

MARCKS & Co., LD.,

BOMBAY AND POONA

N.B.—Our NEW STOCK of BOUDOIR PIANOS at Rs. 525 just to hand.

ACCIDENTS OF ALL KINDS,

Walking, Riding, Driving, Cycling, Hunting, Pole Pigsticking, Shooting, &c., &c.

ALSO

ACCIDENTS and DISEASES Combined,

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CAPITAL.....£1,000,000

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LOW RATES, LIBERAL TERMS, LARGEST SECURITY.

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on which Prizes are given away as

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The representatives of WM. HUTCHINSON and Co., on RECEIPT of INTIMATION, Board Steamers from the East on their arrival at Plymouth, or Tilbury, or at the Docks, to take instructions as to Clearing and Forwarding Business &c.

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SPORTSMEN and OFFICERS on Active Service should have a SUIT made of our *Genuine* KOSSI SILK, for it is Thick, Soft, Cool and Washing. A piece of 7 yards by 54 inches sufficient for two Suits for Rs. 14 Cash or V. P. P.

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KING, KING & Co.,

BOMBAY.

KING, HAMILTON & Co.,

CALCUTTA.

CURRENT ACCOUNTS opened free of charge for Commission, and interest at 2 per cent. per annum credited on 30th June and 31st December, when the minimum balance does not fall below Rs. 500. Currency Notes of all Circles and Demand Hundies payable in Bombay received without charge.

FIXED DEPOSITS received, subject to six and twelve months' notice of withdrawal at rates which can be ascertained on application.

REMITTANCES TO THE UNITED KINGDOM, Demand and Telegraphic, made at the current rates of Exchange, and addresses in connection with the same registered Free of Charge through Messrs. HENRY S. KING & CO., 65, Cornhill, London.

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SPECIAL TERMS

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THE

BOMBAY ELECTRIC Co.,

ELECTRICAL ENGINEERS

AND

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THIS HOTEL is splendidly situated on the top of a Hill. It is open to the breeze on every side. It commands a magnificent view of all the Ghauts around Lonauli is cooler than Khandala. The distance from Khandala to Lonauli is only 10 minutes by Train.

Only two miles to Karli Caves. Lohargur, six miles from Lonauli, is a Hill Fort formerly used as a State Prison by the Peishwas. Lonauli is famous for picnics—at Sakal Pathar, a famous shooting ground, distant 8 miles from Lonauli.

For further particulars apply to the

PROPRIETOR,

Conveyances always ready.

DR. MACINN SAYS—

If a man suffers with nervous-tal debility, weakness or incapacity, he becomes discontented, unhappy, and loses the energy and push so necessary to success in life; that loss of living vitality causes untold misery to both married and single man. By his scientific exclusive methods of treatment he guarantees a cure and restoration to health and vigour. Age or cause no impediment. No failures. 30 years' experience. All chronic complaints, Blood, Skin, Bladder, Kidneys, Heart, Rheumatism, Nervousness, Piles, etc., treated with skill and success by Dr. MACINN, M.D., L.M.C., L.S.B., M.E., U.S.A. Registered and licensed by Medical Board of United States Government. Successful cures by correspondence. All letters answered. Strictest confidence. Address: DR. A. MACINN, M.D., 61, Dharamtala Street, Calcutta.

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LAWRENCE AND MAYO'S PERFECT PEBBLES are all cut from Selected Rock Crystal (Oxide of Silicon) of the hardest kind. They are cool, light, fashionably ground and polished, and cannot be scratched by ordinary wear.

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57 and 59, Chancery Lane, London.

Price List of Scientific Instruments free on Application.

NOTICE OF REMOVAL.

THE EDITORIAL AND COMMERCIAL OFFICES OF THE *BOMBAY GAZETTE*

Have been removed and located together in the same Block as

REUTER'S TELEGRAM OFFICES

(NEXT MESSRS. RALLI BROTHERS).

ADVERTISEMENTS AND ORDERS FOR PRINTING

WILL BOTH BE RECEIVED AT

THE GENERAL OFFICES,

REUTER'S BUILDING,

ESPLANADE ROAD, FORT.

GUARANTEED

CARRIAGE RUBBER TYRES,

Superior to any Imported in India.

CHALLENGE COMPETITION.

COUPE & Co.'s STEEL WHEELS

Suitable for 2 and 4 wheel Carriages.

LOWEST WHOLESALE RATES.

FOR REGULAR CUSTOMERS.

APPLY

GOVINDJEE MADHOWJEE & Co.,

9, MEADOWS STREET, FORT, BOMBAY.

SHIPPING INTELLIGENCE

THE steamer Waudby, 2,580 tons, Captain A Finney, will sail to-day for Newport, with a general cargo.

THE steamer Knias Gortschakow, 2,140 tons, Captain O THOROE, will sail to-day for Batoum and Odessa, with a general cargo.

THE steamer Terrier, 1,008 tons, Captain L Brunn, arrived in harbour yesterday from Bangkok 10th April via Singapore with a cargo of timber.

THE steamer Medic, 2,167 tons, Captain D B Marshall, arrived in harbour yesterday from Mauritius 25th April with a cargo of Sugar on I Mr G M Stuart as a passenger.

THE B I S N Co's steamer Sangola, 333 tons, Captain W H Jacobs, arrived in harbour yesterday from Calcutta, 15th April, via coast ports, with a general cargo, and 19 deck passengers.

MEN-OF-WAR AND ROYAL INDIAN MARINE SHIPS.

IN GOVT. DOCKYARD.

R I M S Clive	Comdr Hewett	R I Marine
R I M S Lawrence	McArthur	R I M
H M S Magnolia		Turret-ship
H M S Abyssinia		Turret-ship
Fouzerim		Receiving Hulk
Torpedo Boat No. 100		
Do No 102		
Do No 103		

IN THE STREAM.

H M S Pomone	Comdr Harry Jones	Cruiser
Investigator	Heming	R I M
R I M S Dalhousie	Comdr Wardo	R I M

VESSELS IN THE HARBOUR.—MAY 8.

Vessel.	Ton.	Capt.	Destination	Date.	Agent.
Carthage	2893	Jephson			P & O Co
Ranee	3814	Corran			T M & Co
Otara	3150	Sharp			M M & Co
Landsaata	2157	Butler			M M & Co
Jonges Brand	2572	Francis			W & A G & Co
Simla	1629	Souter			E Tajobhoy
Deutschland bq	768	Nacola			The Captain
Hoseinee	999	D'Lorne	P Gulf	23-4	B & P S N Co
Byculla	1195	McGregor			M M & Co
Selfordia	2363	Crien			W & A Gramm Co
Kangra	1478	Watson			M M & Co
Parramatta	2261	Roberts			P & O Co
Bombay	2049	Chapman			J M & Co
Eden (ship)	441	Dahl			The Captain
Elora	1494	Forbes			M M & Co
Sutherland	2277	Wallace			Bombay Co
Idar	2595	Milne			K K & Co
Grantley Hall	2585	Hann			E L & Co
Colaba	1106	Graham			M M & Co
Kemedee	4501	Wallace			Standard Co
Chindwara	1501	MacLean			M M & Co
Elswick Hall	3488	Chisely			J M & Co
Ganges	2721	Walker			W & A G & Co
Novasa	1945	Tyrrell			M M & Co
Mazagon	3289	Phillips			P & O Co
Shirley	2198	Satchell			Bombay Co
K Gortchakow	2141	Thomson			
Kt of St George	1905	Hicks			
Mara	2497	Curtis			
Kapurthala	721	Tronson			M M & Co
Peninsular	2919	Cubitt	Aden		P & O Co
Lalpoora	2121	Cook	Calcutta		M M & Co
Metis	2107	Marshall			J M & Co
Terrier	1008	Brunn			R Steuart & Co

VESSELS IN DOCKS.

PRINCE'S DOCK.

Shed.	Vessel.	Ton.	Capt.	Destination	Date.	Agent.
A	Aphrodite	2368	McGregor	Hull	11-5	W & A G & Co
B	Australia	2252	Tait	Liverpool	9-5	W & A G & Co
H	Dido	3117	Pickering	Hull	10-5	F M & Co
D&E	Jumna	1692	Clark	Amsterdam	14-5	Ralli Bros
F	Scalda	2438	Macintyre	Hamburg	13-5	M M & Co
G	Kildwa	993	Davison	R S Porte	10-5	E Tajobhoy
H	Westonby	2474	McCarthy	Dunkirk	11-5	W & A G & Co
K	Nuddia	1944	Scott	Zanzibar	11-5	M M & Co
L	Akbar	1440	Baldwin	Mauritius	23-5	H C Joosub
N	Skidby	2121	Jones	Antwerp	16-5	K N & Co
O	Pondo	1795	Renwicke	Hamburg	13 5	J M & Co
P	Hermiston	2339	Bain	Baltimore	16-5	R A Willis
Q	Wandby	2360	Finney	Newport	9-5	K N & Co

30 Tons Crane.

Safari	993	Winiker	Zanzibar	12-5	A Strandes

HARBOUR WALL.

Satrunji	547	Ahmed	Karachi	9-5	Shepd & Co

VICTORIA DOCK.

Shed.	Vessel.	Ton.	Capt.	Destination	Date.	Agent.
1	Britannia	1169	Turner	Libau	16-5	W & A G & Co
3 D	Baldaino	2944	Canepa	Genoa	15-5	R I R S N Co
4	Bullmouth	2667	Stratton	Genoa	16-5	W & A G & Co
7	Zoroaster	2283	Evan	Trieste	12-5	T M & Co
8	Itaura	3163	Balch	Calcutta	14-5	M M & Co
9	Aston Hall	2322	MacFee	Liverpool	10-5	K N & Co
10&11	Lonsdale	2743	Lee	Port Said	20-5	M M & Co
12	Caledonia	3529	Gordon	London	16-5	P & O Co
14	Hermada	1346	Cunningham	P Gulf	12-5	M M & Co
15	Comeric	2363	McGill	London	13-5	W & A G & Co
16	Eiffel Tower	2063	Case	Liverpool	12 5	W & A G & Co

HARBOUR WALL.

Dwarka	759	Rothwell	Karachi	9-5	M M & Co

MEREWEATHER DRY DOCK.

Capri	2718	Belsito	China	17-5	F Crocco

ARRIVALS.

May.	Vessels.	Commander.	From
8	R I M S Dalhousie	Warden	Rangoon, April 23
	Perrier s	Hutton	Bangkok, April 20
	Medic s	Marshall	Mauritius, April 25
	Sangola s	Jacobs	Calcutta, April 15

The following vessels obtained their port clearances yesterday :—

Steamer Waudby, Finney, for Newport.

" Knias Gortschakow, Thoreoe, for Odessa, &c.

(REUTER'S TELEGRAMS.)

STEAMER MOVEMENTS.

NAPLES, MAY 7.

The B I S N Co's steamer Manora left here yesterday evening.

LIVERPOOL, MAY 8.

The Anchor Line steamer Kalibia left for Bombay this evening.

The N Y K steamer Hiroshima Maru, left Colombo for Bombay on the 7th instant.

The Messageries Maritimes Co's steamer Tonkin, left Colombo for Bombay on Thursday the 7th instant at 1 p.m., and she is expected here on Sunday the 10th instant at 4 a.m.

DAILY EXPORTS,—MAY 8.

FOR LIVERPOOL.

Eiffel Tower s—6.00 cwt wheat Sunday and Co; 100 bales cotton Ralli Brothers; 40 0 cwt wheat, 4000 cwt maize and 3500 cwt myrabolams Wegbjee Bechur; 4000 cwt maize Sunday and Co; 15 tons blackwood M M Abdoolally; 500 cwt gum Hiroo Virdhur; 252 cwt myrabolams N Futehally and Co; 429 cwt myrabolams H Anandrao and Co.

Britannia s—21 bales wool and 25 bales goat hair W and A Graham and Co; 187 bales wool and 190 bales goat hair M J Joomabhoy and Co; 2000 cwt wheat N Sundarjee and Co; 20 bales wool The Bombay Co; 55 bales wool Forbes Forbes and Co.

FOR GLASGOW.

Britannia s—492 cwt myrabolams H Anandrao and Co.

FOR LONDON.

Comeric s—103 bales hemp Ebrahim Harcon.

Saffordia s—20 bales cotton 7 bales gunny cuttings and 2 bales wool Hurry Canjee; 51 cwt ghee ginger B Satoopchand; 7 cwt bees wax G Bhoora.

Caledonia s 7 bales hides P Kiduljee Boyce; 500 bales hemp Hirjee Govindjee; 200 bales hemp Purshotam Bhimjee; 100 bales hemp H Govindjee.

FOR HAVRE.

Salfordia s—100 bales hemp Ebrahim Bhimjee; 3 bales hemp Kiddie Reeve and Co; 2002 cwt rapeseed N Sundarjee and Co; 2000 cwt rapeseed Tata and Co; 6249 cwt wheat N Sundarjee and Co; 1080 cwt myrabolams and 1250 cwt ghee Hyseed Velkart Brothers; 1051 cwt linseed and 1401 cwt rapeseed Owen and Okell; 4017 cwt rapeseed and 3745 cwt linseed Ralli Brothers.

FOR DUNKIRK.

Wertonley s—252 cwt wheat L Curan chand; 2000 cwt poppyseed Dharamsee Nanjee and Co.

FOR LEITH.

Dido s—2000 cwt massoor Wegbjee Bechur.

FOR HULL.

Dido s—4070 cwt wheat Wegbjee Bechur; 4000 cwt wheat N Sundarjee and Co.

Abprodite s—4000 cwt cottonseed, 6026 cwt rapeseed and 7500 cwt castorseed Ralli Brothers.

FOR ANTWERP.

Skidby s—1251 bales cotton Wm Kerr Brothers; 2072 cwt rapeseed Owen and Okell; 4000 cwt rapeseed David Sassoon and Co; 6103 cwt rapeseed Sanday and Co; 110 bales cotton K Spinner and Co.

Elswick Hall s—200 cwt rapeseed Nanao Kharaz and Co; 55 bales cotton Forbes Forbes and Co; 1.0 bales cotton Ritchie Steuart and Co.

FOR HAMBURG.

Scalda s—100 bales hemp Kiddie Reeve and Co; 200 bales cotton Ralli Brothers.

Pondo s—117 bales hemp Kiddie Reeve and Co; 440 bales cotton Ritchie Steuart and Co; 1001 cwt rapeseed Forbes Forbes and Co; 15 tons blackwood M M Abdoolally; 100 cwt gum H Virdhur; 400 cwt rapeseed P Jethabhoy.

FOR MARSEILLES.

Comeric s—1993 cwt teaseed, 4000 cwt castorseed, 1695 cwt teaseed and 15.0 cwt wheat Ralli Brothers.

Britannia s—476 cwt cotton F D'Sa dey and Co.

FOR GENOA.

Bullmouth s—1081 cwt rapeseed N Khairaz and Co; 300 bales cotton Graham and Co; 1600 cwt Hoseed Volkart Brothers; 300 bales cotton G Tejpal and Co.

Dso Balduino s—1600 bales cotton Ralli Brothers; 200 bales cotton Volkart Brothers.

BOMBAY VOLUNTEER RIFLES.

REGIMENTAL ORDERS BY LIEUT.-COLONEL E. F NICHOLSON, A. D. C., COMMANDING B. V. R.

Bombay, 9th May,

1. The Annual Regimental Prize Distribution will take place at the Town Hall, on Wednesday, the 13th instant, at 9 p.m. Officers Commanding Companies are requested to make their own arrangements for their prize lists and prizes which will be distributed at the same time. The Bombay Volunteer Rifles (Rifle Association) Prizes will be distributed at the same time. At the conclusion of the Prize giving there will be a short Dance. Admission to the Prize giving this year will be by Tickets for all, except Ladies and Members of the Bombay Volunteer Rifles and Staff who attend in Uniform. Dress for Officers—Mess Dress (Red or White.) Dress for N C Officers and Volunteers—Mess Dress or Uniform with Forage Caps.

By Order,

P. H. ROGERS, Major,

Adjutant, B. V. R.

BOMBAY LIGHT HORSE.

EQUADRON ORDERS.

Bombay, 9th May.

There will be practice as usual at the Colaba Range to-day (Saturday) from 4-30 p.m.

By Order,

T. W. CUFFE, Capt.,

Commanding B. L. H.

ROYAL BOMBAY YACHT CLUB.

THIS AFTERNOON'S RACES.

Yachts Handicap (Class A) Race—1st Yacht to Start at 3 p.m.

Course No. 2 followed by following course :—

From Committee vessel, round North Kanoja Booy, leaving it to port and thence back to Committee Vessel = 11·2 miles.

Yacht's Name.	Entered by
Sapphire	Capt Muter, R E, and Mr R H Hopkins
Turquoise	Mr C G Crommelin
Melody	Mr Bernard Triggs

Yachts Handicap (Class B) Race—Start at 3-45 p.m.

Course No. 2 twice round = 13·2 miles.

Yacht's Name.	Entered by
Janetta	Officers, R E
Cock of the North	Capt E Gordon
Sayonara	Mr C G Nomico
Dalriada	Capt J B McFadyen
Trixie	Mr A M Monteath

Tomtit Class Race—Start at 3-15 p.m.

Course No 2 followed by No 13 = 8·5 miles.

Boats name	Entered by
Tomtit	Dr F M Gibson
Mog	Mr O H Byrne
Lapwing	Mr EG Richards

Ships' Boats Fancy rig Race—Start at 3-30 p.m.

Course No. 1 = 7·1 miles,

Boat's name	Entered by
P and O Calidonia's Cutter Jr	Capt E Gordon

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NOTICE TO CORRESPONDENTS.

All communications intended for publication in our columns should be addressed to THE EDITOR and not to any individual member of the staff

The Bombay Gazette

SATURDAY, MAY 9, 1903.

A COPPER CITY.

THE thirst for wealth may be said to be almost insatiable in the modern man, but is satisfied, more or less, in many ways, direct and indirect, since satisfied it must be. In spite of the teaching, all down the centuries, that moral worth makes for more in the human character than riches, in practice the search for wealth is pursued with a pertinacity and an enthusiasm which roughly brushes aside or relegates tacitly to Sunday sermons and copy-books all such admirable lessons. A clue to the most interesting scientific discovery is not followed up with half the devotion that brings men in crowds to the shrine where gold has been seen. Be the place ever so humble, distant, or inaccessible, gold-seekers scramble, strive, suffer, and inflict every indignity they dare in the wild rush to be first in the race for gold. Gold in old days proved to many a short cut to wealth, though now it needs the lever of the rich company-promoter even to unearth it. Silver mines are as common and as generous of their ore as ever, but they must be kept in their place or they would defeat their owners' ends. Copper being a humble, useful article does not compete in face value with the nobler metals, but is of infinitely greater use to the industrial and scientific world, and in the long run as precious. Few districts contain all three metals in sufficient quantity to repay exploitation. Butte City in Montana is an exception to this rule. Forty years ago it was a gold-mining camp, where men groped in the stream-beds for gold. Here came men who cared nothing for the fact that the mountain basin where placer-gold had been discovered was devoid of every charm of nature, and was so situated, surrounded by high and difficult mountains, that the comforts of life could not easily be carried thither. They soon built shack-houses; saloons and gambling-dens, and all the lurid accessories of a rough mining camp rose up like mushrooms, six-shooters were a necessity, but gold was had in plenty. Unfortunately evil, empty days followed on the exhaustion of the gold gulches, and the miners in most cases went to fresh fields. Only a few men remained who had faith in Butte. Silver was found, and worked, bringing again an influx of miners and enriching them on a slower though perhaps not less profitable scale. Then followed the discovery of copper, the Anaconda mine, the fame and utility of which is world-wide, gave up its ore, and copper-miners and copper-smiths poured in, claims were taken up, and Butte entered upon her third and best cycle, in spite of the classical tradition that the bronze age is not the most flourishing.

Butte is now the greatest centre of copper production in the world, and is described with great pride by a writer in the April "Century." It has no sympathy with any industry but copper, no time nor place for it. Nature does not help in the matter of agriculture, and local art has been entirely given up to mining and smelting. Latterly some few people with leisure—very certainly the outcome of copper—have made gardens some distance from the city, and there is a modern Park which weary miners and their families—even family life was shut away from Butte until a couple of years ago—reach by street-cars on holidays. The mines are in the very heart of the city, for it grouped itself greedily and irregularly round them, and they produce a fourth of the world's entire quantum of copper and two-fifths of the output of the United States. Butte's silver lining is by no means worn out, it is the richest silver centre of the United States, flinging thirteen million dollars' worth of silver to the world, and gold still trickles from Butte to the extent of one million dollars yearly. Natural beauty has been absolutely denied to the district, but handsome is as handsome does in the case of this hard-working town. Everyone has a chance of finding a mine for himself in his backyard. In digging foundations for a hotel recently gold was struck, and promptly came prospectors down a shaft hoping to get at the heart of the ore-body. Of course the mines are, to a large extent, in the hands of capitalists in the Eastern States, but resident mine-owners or business men hold a good proportion of the shares. Consequently money is plenty, and it is freely spent. Prices are abnormally high as they must be where everything is brought in from outside and where money comes quickly. Wages are lavish, five and six dollars a day being common rates, and eight hours is the working day. Butte is described as the paradise of the labour-union. Each industry has its union, and business men have to reckon strictly with these organisations which rule Butte society with a rod of iron. There is even a "dance-caller's union" which one must suppose calls the tune. As usual in mining-centres, drinking-saloons are numerous, and prosper mightily. The population is mixed and highly spiced in every stratum. Millionaires, college graduates, foreign noblemen, Chinamen, Italians, Welshmen, every variety of the nation are met, with aboriginal Indians, few and far between. There are on the police list six hundred ex-convicts who must help to make life gloriously uncertain. To leaven and sober these elements there are no less than twenty-eight Church organisations, with fine edifices, where services are well attended, well equipped schools, a good library, a college of mines, the streets are brilliantly lighted, there is a good car service, sparkling drinking water, and splendid public buildings, hotels as good as in the most progressive and fashionable cities, excellent newspapers, in fine, all the luxuries of life. The homes of rich residents are magnificent architecturally and furnished regardless of consequences, though they may be in close proximity to the poor wooden house of the miner in his first struggles.

Butte is still in its early youth, energetic, enterprising, fearless, it must have what it wants, and that quickly. The writer in the "Century" describes it as "more than a man's town; it is a young man's town. One must here be wary of his judgment concerning the audacity of boys," for beardless youths of twenty may be met who are responsible superintendents of huge establishments demanding scientific knowledge, and what is rarer still, knowledge of men and power to organise and rule. Yale and Harvard send young engineers to help Butte to keep her place as the first copper producing and smelting centre in the world. No one hesitates to pay high, even extravagant prices for everything. Every store commodity, coming from a distance as it does, commands prices unknown elsewhere, but the consumer has not an idea of doing without. A boot-black has every chance of making his fortune while he "shines," he charges fifteen cents for each job, pence are scorned as current coin, nothing smaller than silver or nickel being used except by new-comers who soon learn to abandon their copper tokens. Miners indulge in costly clothes and furniture, and even diamonds of the first water are freely bought. We are told of a prudent jeweller who came from Chicago with low-priced pretty things imagining he would place them with the miners, but he found that expensive diamonds were more in their line, they buy these stones as they are "easily carried, or easily hidden, or easily realised upon." In such a place, where the revenue of the mines is fifty-five million dollars annually, there is no hesitation in spending some of it in dinners, racing games, and dances. The very waiters are festive and give "hash-slinger's dinners" which cost six dollars a plate. Butte in ten years increased her population, phenomenally, by one hundred and eighty-four per cent., very nearly breaking the record of America. Though nature has been niggardly, Butte interests the visitor at the first glance. It bursts on him, as he rounds a mountain side, with its hundreds of steel chimneys carrying up the smoke of the smelters and forming an atmosphere that successfully rivals a London fog any day. The impression of closeal energy is unceasingly conveyed by its aspect. In the back ground stands the bare red mountain that gives the town its name. One sees conglomerations of waste from the mines, interminable train-loads of ore-laden ships going and coming to and from the smelters, the mud from the washeries is heaped up everywhere, the refuse from three hundred mines is dumped down anywhere and everywhere, there is no green thing visible, for the soil is arid, and the fumes of the smelters are antagonistic to cultivation. In seeing all this one is not prepared for the luxury that the residents afford themselves, though the elemental energy is visible enough. The political organisations are strong, and exert their force against the two gigantic mining corporations. The strength and energy characteristic of every combination in this most youthful of cities mean that such combats will be frequent and deadly. Political bosses and political corruption in such a place are almost synonymous terms, but there is also a spirit abroad that favours good government and the enforcement of law and order.

"INDUSTRIAL AND COMMERCIAL BENGAL."

UNDER this title the first portion of an attractive production has been published as a special issue of the "Englishman." The work appears to be devoted mainly to a description of the more important industrial firms trading in Bengal, but it is prefaced with a statistical review of the trade and commerce of the province, some facts from which are worth quoting. Of the entire cultivated area of the Province more than 60 per cent. is under rice, and the estimated yearly outturn of this commodity exceeds 16,500,000 tons. The only other important crop which will thrive in the humid climate of Bengal is jute, and the gross outturn of this product exceeds 1,200,000 tons yearly. Oil seeds are grown as a cold weather crop, and the average outturn during the past eight years has amounted to six and a half million tons. The cultivation of indigo is rapidly declining owing to the falling prices of the commodity. The value of indigo exportations in 1900 was hardly a third of the estimated value of the export in 1844. Sugar and tobacco is grown in the province, and a considerable proportion of the latter product is exported to Burma where it is made up into cheroots. An indication of the decline in tea values may be gathered from the fact that in 1900 the estimated outturn in Bengal was 46¼ million pounds, valued at £976,187 against 24½ million pounds valued at £800,000 in 1891. One industry which has nearly disappeared, so far as the export trade is concerned, is the manufacture of muslins in Dacca and Santipur. In the early part of the nineteenth century large quantities of these muslins were exported to England and France, but the advent of machinery in Europe has quite killed the trade. The ordinary cotton industry has also failed before the same influence. On the other hand, the jute industry continues to increase. There are now 38 mills with 14,000 looms employing more than 100,000 labourers in the province, and the value of gunny bags, rope, and other goods exceeds £4,0 0,000 yearly. Paper mills, iron foundries, potteries, and machinery works are springing up along the banks of the Hooghly, and there is every promise that in the future there will be still greater activity in this area. Coal is found in many parts of the province, and the output of this mineral has risen from 350,000 tons in 1872 to about 5,000,000 tons last year. Iron ore is found at Barakher, and shortly steel manufacture will be in progress there. Other minerals found in the province are mica, soap-stone, saltpetre, Fullers' earth, lime-stone, sand-stone, slate, and pottery clays. All these provide employment for varying proportions of the native community. The volume makes a very useful work of reference.

CYCLIST PROSECUTIONS.

THE number of people who have been fined within the past few days for breaches of some rule or another regarding cycling riding seems to show that no efficient means has been adopted of informing the public what these new rules are and by whom they have been promulgated. Are not cyclists themselves best judges of what constitutes safe riding? But the man who cycles receives but scant consideration. He is forced to pay a tax for which he receives nothing in return. There is not a track in the city and scarcely a road fit to ride on. Yet he must pay, and a creature of the Corporation is sent round to pry upon the cyclists and carry information concerning him to the Assessment Officer. Only the other day what has been described as a disreputable individual entered an old established European Club, and forcing his way to the quarters of the Honorary Secretary demanded a list of members owning bicycles! Needless to say he did not obtain it. But the action of the "disreputable individual" was inoffensive as compared with that of the police. To drag a batch of respectable Europeans and natives into a Criminal Court, charged with breaking bye-laws or regulations of whose existence they had no knowledge, is monstrous, and we must enter a vigorous protest against the proceeding. We do not for a moment say that regulations are not desirable. They ought to have been made and enforced long ago. Said one of the offenders yesterday: "I have done it every day without objection." The police have been lax we suppose, and they are now being smartened up. But in fairness, the public who have been permitted to offend against unknown rules and regulations or police bye-laws ought to have had a preliminary warning and an opportunity of learning what they were required not to do. To way-lay people in the manner yesterday's offenders appear to have been way-laid is discreditable to local administration.

OPENING OF THE HOME CRICKET SEASON.

THE opening of the home first class cricket season has not been without its surprises, Surrey in the first match in the County Championship competition having sustained a defeat by 126 runs at the hands of Warwickshire at the Oval, Surrey county cricket is labouring under a series of misfortunes this year. Mr. Jephson's resignation of the captaincy and the want of an amateur with the necessary qualifications to succeed him in the leadership of the team must necessarily greatly handicap the side, and although Mr. Jephson appeared in the team in Surrey's match against London County C. C. over three weeks ago, it is doubtful if he was able to don flannels against Warwickshire. As far back as last December it was stated that only occasional assistance could be counted upon from the ex-captain. Another serious blow to Surrey cricket has been the translation of Mr. V. F. S Crawford to Leicestershire, and with neither Captain Bush, Mr. Leveson-Gower, nor Mr. Dowson available until the middle of the season the Surrey team will be practically a professional side for the earlier matches. The chapter of Surrey's misfortunes does not, however, end with the inability of the amateurs of the team to play, as Abel, who is far and away the most reliable bat the county has, will probably be unable to play in the first few matches owing to ill-health, and Lockwood, the best bowler, it is stated, is also not in the best of health. With Jephson, Dowson, Leveson Gower, Bush, Abel, and Lockwood, of last year's team in all probability absent from the Surrey team Warwickshire's victory becomes explicable. Notts' opening match with M. C. C. and ground, we notice, ended in a draw, but let it be noted the cause was rain and not owing to Notts' proclivities for slow cricket.

CAPTAIN TARVER, 24th Baluchis, officiates as Cantonment Magistrate, Quetta.

FREE passages to their homes in India are sanctioned to the families of departmental European and natives subordinates ordered to Somaliland on service.

IT is understood that Colonel Tjorneycroft of Spioskop fame may possibly succeed General Creagh in Command of the Contingent which remains in China.

THE Government of India have sanctioned the revision of the clerical establishment of the Bombay Docks. The head-clerk continues to get progressive pay, and the remainders are placed on a fixed rate of pay. Promotion will be made in future by selection, irrespective of seniority.

THE Report of Mr. Robertson's Railway Commission has been sent Home to the Secretary of State. It will probably be published in India very shortly. Although dealing comprehensively firstly with questions of railway extension, and secondly with questions of railway management, it is of no great bulk, and its principal conclusions should be mastered at a single sitting.

MR. J. ANDREW on return from leave, acts as Collector and Magistrate of Coimbatore, and Mr. J. P. Bedford, on relief by Mr.

TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

THE TRANSVAAL LOAN.

THIRTY MILLIONS AT THREE PER CENT

UNPRECEDENTED SCENES AT THE BANK.

A THOUSAND CAPITALISTS AT THE GATES.

LONDON, MAY 7.

Thirty millions of the Transvaal Loan out of the thirty-five millions sanctioned have been issued at three per cent. at par repayable in 1953 by one per cent. sinking fund.

An unprecedented scene in connection with the Transvaal Loan took place early this morning when a crowd of one thousand were at the gates of the Bank waiting, though the prospectus was only issued yesterday afternoon.

In the House of Commons Mr. Chamberlain explained that the Loan will be the first charge on the joint railway revenue of the Transvaal and Orange River Colony which Lord Milner estimates at £2,500,000.

The amount for service of Loan at four per cent. will be £1,400,000.

THE IRISH LAND BILL.

SECOND READING PASSED.

A SWEEPING MAJORITY.

A REAL PERMANENT SETTLEMENT.

LONDON, MAY 8.

The Commons last night passed the second reading of the Irish Land Bill by 443 against 26 votes.

The minority was composed of Radicals and a few Conservatives.

Mr. Morley, with the exception of some provisions, supported the Bill which, he said, meant the abolition of landlordism and marked the collapse of the system under which Ireland had been governed since the Union.

He believed the Bill was a real permanent general settlement.

Mr. Wyndham ridiculed the idea that Government was contemplating Home Rule and declared himself still an Unionist.

BULGARIA AND THE PORTE.

TURKISH PROTEST CONSIDERED OFFENSIVE.

FRENCH FLEET FOR SALONIKA.

IMPROVEMENT IN RELATIONS.

LONDON, MAY 7.

The Bulgarian Government has requested the Porte to withhold its Note of the 6th instant, which has not been formally presented yet, pointing out that the terms are so strong as to be almost offensive.

LONDON, MAY 8

An optimistic feeling exists in official circles in Vienna regarding the relations between Turkey and Bulgaria which are declared to have improved during the last twenty-four hours. Meanwhile conflicts with the insurgents and Turkish military activity continue.

A French naval division at Toulon has been ordered to Salonika.

THE CORN DUTY.

OPPOSITION OF THE UNIONISTS.

PROPOSAL TO REDUCE THE TEA DUTY.

RECONSIDERATION ADVISED.

LONDON, MAY 7.

The opposition of the Unionists to the repeal of the Corn Duty is growing more formidable.

The "Times" advises the Government to reconsider the matter.

Mr. Chaplin proposes to reduce the Tea Duty for the purpose of forcing the Government to retain the Corn Duty, but this is scarcely regarded as serious.

THE BAGHDAD RAILWAY.

SCHEME PROVISIONALLY ABANDONED.

GERMAN CAPITALISTS UNSYMPATHETIC.

LONDON, MAY 8.

The "Standard's" Brussels correspondent states that owing to Great Britain's attitude and the unfavourable situation in the Turkish Empire the Baghdad Railway scheme has been provisionally abandoned.

(FROM OUR CORRESPONDENT.)

ALLAHABAD, MAY 8.

A special cable from the "Pioneer's" correspondent, dated London, 7th May, says that it is reported from Berlin that the Baghdad Railway project has been temporarily postponed.

It is stated that influential German capitalists are unsympathetic, while French capitalists are seeking better terms.

(THROUGH REUTER'S AGENCY.)

RAILWAY STRIKE IN AUSTRALIA.

LONDON, MAY 8.

The Government of Victoria has summoned the State Railway Employers' Union, numbering 11,000 men, to secede from the Central Labour Union called the Trades Hall by the 12th instant, and convoked a special session of Parliament for the 13th instant.

The Engineers' Association notify that they will strike at midnight and leave their engines wherever they happen to be.

Government promise to double the wages to non-strikers.

The Australian public strongly supports Government.

NEW AMERICAN RIFLE.

The American Army Board has selected a new rifle barrel which is entirely cased in wood and is four inches shorter and one pound lighter than the present one.

BRITISH TRADE RETURNS.

The British imports for the month of April show a decrease of £2,337,601 and the exports a decrease of £356,156.

COURT-MARTIAL ON OFFICERS.

A SCENE IN A CAPETOWN HOTEL.

LONDON, MAY 7.

Lord Roberts has ordered a court-martial on eight officers who grossly ill-treated a civilian, named Stanford, mistakenly supposed to be a pro-Boer, at a hotel in Capetown on the 24th December, 1901.

CRICKET NEWS.

WARWICKSHIRE BEAT SURREY.

LONDON, MAY 7.

In the cricket match Surrey versus Warwickshire, the latter won by 126 runs.

The match M. C. C. and Ground versus Notts had to be abandoned owing to rain.

THE MAILS.

LONDON, MAY 7.

The Bombay mails of the 25th ultimo arrived at Brindisi to-day.

PLAGUE MORTALITY IN INDIA.

DECLINING FIGURES.

(FROM OUR CORRESPONDENT).

SIMLA, MAY 7.

The plague mortality throughout India is now gradually decreasing. The weekly total of deaths has fallen from 34,110 at the end of March to 24,333 in the seven days ending the 2nd of May for which the figures are issued to-day. It is rapidly dying down in the Bombay Presidency, which last week had only 1,033 deaths, and also in the United Provinces and Bengal which report 2,031 and 968 deaths, respectively, but it is still very bad in the Punjab, which reports 16,988 deaths.

"GAZETTE OF INDIA" NOTIFICATION.

FOREIGN DEPARTMENT.

Major Commeline officiates as Inspecting Officer, Rajputana and Rampur Imperial Service Cavalry and Transport, vice Major Turner on leave.

THE SIMLA AMATEUR DRAMATIC CLUB.

SALE OF BOXES.

The Simla Amateur Dramatic Club held their annual sale of boxes this afternoon. There was a large and fashionable gathering. The prices realised were not quite up to last year, but they represent a fair average, the highest being about Rs. 400.

SHAMROCK TRIALS RESUMED.

THE YACHT RE-FITTED.

CALCUTTA, MAY 8.

An "Englishman's" special cablegram, dated the 7th instant, states :—

The new Shamrock had a trial spin to-day after her re-fit.

MR. HANBURY'S DEATH.

IMPORTANT CHANGES IN THE CABINET POSSIBLE.

ALLAHABAD, MAY 8.

The "Pioneer's" London correspondent says that Mr. Hanbury's death will cause some changes in the Cabinet, and it is possible that they may be important.

THE KOLAR GOLD FIELDS.

EXPENDITURE ON WATER WORKS.

BANGALORE, MAY 8.

Of the eleven lakhs sanctioned by the Mysore Government for the Kolar Gold Fields water supply the probable amounts required for expenditure on the work for the current and next official years are Rs. 4,66,000 and Rs. 6,34,000, respectively, which have been duly allotted by the Comptroller.

THE KADUR-BIRUR RAILWAY COLLISION.

CHARGES FRAMED AGAINST THE ACCUSED.

In the District Magistrate's Court, to-day, Mr. Lloyd framed charges as follows against the two accused in the Kadur-Birur Railway collision trial, and fixed May 19th for the defence.

Pandurang Rao, assistant stationmaster, Birur, is charged with having permitted the line clear to be given for the 20-35 down train to Kadur, and not remaining on duty till the train had cleared his section. That he permitted the line clear to be asked for without giving the necessary authority to the signaller, thus rashly and negligently endangering the safety of persons as contemplated by the Indian Railway Act.

The charge framed against Venkatrao Iyer, signaller, Birur station, is that he negligently omitted to apply to the stationmaster for line clear authority, and with making false entry in the enquiry book, intending it to appear that Kadur station had given him line clear, thus fabricating false evidence.

The trial is not without an important degree of interest to the railway public.

ACCIDENT ON THE HYDERABAD-GODAVERY RAILWAY.

ENTIRE GOODS TRAIN DERAILED.

MADRAS, MAY 8.

An accident occurred last evening to a goods train on the Hyderabad-Godavery Railway between Purna and Pingli. The train consisted of eight waggons loaded with ginning machinery. The entire train was derailed. Several trucks were overturned and badly damaged. The guard and the driver had a miraculous escape, but the carriage examiner travelling in the middle brake emerged from the wreckage with a broken leg, which was amputated at Secunderabad this morning, an official enquiry being held.

TRAIN WRECKING IN MADRAS.

AN ATTEMPT TO DERAIL A MAIL TRAIN.

Cases of attempted derailment have been very frequent lately on the Madras Railway. Another attempt at train wrecking was made yesterday on the North-East Line. The down mail while proceeding to Pithapuram station, at mile 394-10, ran into a large rock, which apparently had been purposely placed between the rails. The cowcatcher of the engine was smashed and a delay of half an hour was caused.

MILITARY INTELLIGENCE.

SIMLA, MAY 8.

The appointment held by Colonel Good is for the future to be known as that of the Director-General of the Army Remount Department.

Indian Army Captains Robin, Woodcock, Eustace Walters, Evatt, Baten, Forth, and Swiney are gazetted Majors.

Commander Fiderton is gazetted Assistant Director, Indian Marine, vice Captain Chandler.

Regimental officers will not in future be permitted to proceed from India on Colonial service until they have qualified in the vernacular.

Major G. H. Bretherton is to have the status of Chief Supply and Transport Officer with the troops employed upon the Teesta Valley Road.

The appointment of Commander Warden to officiate as Port Officer at Karachi in relief of Commander Aves has been approved by the Government of India.

It has been decided that the promotion to the rank of general in the Indian Army shall ordinarily be by seniority and that this shall apply to the few remaining general officers of the old Indian Army.

Lieutenant-Generals and Generals of the old Indian Army will as at present remain on the active list until they attain sixty-seven years of age, or until they have been employed continuously for five years after promotion to Major-General, whichever may happen first. It is further ruled that general officers of the Indian Army as well as those of the old Indian Army may now defer their election between unemployed pay and the new rates of half pay with special conditions of retirement attaching to each until the time comes for their transfer to the unemployed supernumerary list.

Brevet-Colonel Colvin, of the 9th Lancers, becomes Commandant of the 2nd Dragoons in South Africa.

Captain the Hon. T. Lister, of the 10th Hussars, proceeds to Somaliland as Special Service Officer.

General McLeod has assumed Command of the Burma District.

WOMEN'S INTERESTS.

GRACEFUL AND PRETTY SKIRTS.

NEW EASTER FASHIONS.

THE CORRECT STYLE IN JEWELS.

(FROM OUR LADY CORRESPONDENT.)

LONDON, APRIL 17.

No sooner have the plain, tight-fitting skirts been definitely doomed, than Fashion shows signs of rushing to the other extreme, and bestowing her favour upon gowns that are so elaborately plaited and gathered and tucked that they lose all claim to anything approaching gracefulness or good taste. So far, of course, these skirts are seen only in the finest and softest fabrics, such, for instance, as silk muslins and voiles, chiffons, and a fine quality of crape de chine. Even in these materials, however, the very full draperies are anything but becoming, more especially when the gatherings and puffings run round the skirts horizontally, forming a number of full flounces turned over on themselves, as it were, and finished with many gaugings in the centre of each flounce. Before adopting this kind of skirt it is as well to see one being worn, and not to trust merely to the sketches in fashion papers, since many of these overdraped and gathered garments which may chance to look elegant enough in pen and ink, present a very different appearance when they are translated into materials, even of the most diaphanous description. Some of the prettiest and most graceful skirts at present are those which are arranged with wide flat pleats all the way round, but they need a masterhand to manipulate them successfully and to avoid all appearance of clumsiness in the region of waist. Some charming gowns with simple skirts of this kind are being made just now in shot taffetas glace, in that combination of peacock blue and green which promises to be still worn as much this year as it was last season. These pleated skirts are arranged without any kind of trimming, the pleats being so cleverly contrived that they widen out to the required fulness as they near the hem. The bodices of these simple gowns are, for the most part, carried out in early Victorian fashion, with flat pelerines of silk draped demurely round the shoulders, and finished with frills of the same silk, falling over sleeves that also recall by their quaint shape the fashions of 1840. These bodices are then finished with chemisettes either of Irish crochet lace or openwork embroidery. The only suitable hat for wearing with one of these taffetas gowns would be a mushroom shape in straw, trimmed rather primly with pleated ruches of satin ribbon, shot in the same shades of blue and green as the taffetas glace of the dress.

The merry sound of Easter Bells is already echoing in our ears. They bring us the joyful tidings that the weary Lenten season of gloom is over, and that Nature herself is symbolically carrying out the joyful message of the "Resurrection Hymn." The long period of preparation is over, the sun no longer hides his coyness behind a canopy of clouds, and Spring "with full heart comes silently." Easter, perhaps even more than Christmas, is essentially a time for social merrymaking. The natural reaction from the double gloom of the season of penance and of unusual dreary weather is naturally great. The whirligig of social gaieties is starting off apace to make up for lost time; there is much marrying and giving in marriage among our friends; and high and low, rich and poor, we are all holiday making for the next two or three days in the way that best suits our tastes. Perhaps there is nothing that alters our ideas about our apparel so much as gay social surroundings. The afternoon frock that we thought in the gloom of a few weeks ago would last till the hot weather came in, now looks shabby and out of place in the bright searching sunshine. The dinner gown which looked quite handsome for the quiet mid-Lent dinner, now appears hopelessly frumpy by the side of other and newer smart gowns. We may economise so far as to put these old stagers with aside the good intention of generating them for the quieter autumn season, but it is imperative to have a gown at present which, however simple, is up-to-date and quite new and fresh to wear. Fortunately there is no dearth of choice. The only difficulty is which to select among such a variety of fascinating materials and styles. As some guidance one may draw attention to the fact that all the softer materials are still much worn for dinner dresses. All the newest skirts are much fuller than they were, and therefore, as a precaution, one must be warned that the yoke piece round the hips is a sine qua non. These skirts should now be ganged instead of tucked, and the gauging should run horizontally.

An effective dinner-dress made recently was of pink mousseline, sunpleated, the yoke in this case was quite flat, and covered with guipure lace, which was carried down the front of the skirt and round the feet. The bodice had a berthe of this lace, which falls over a very full mousseline front, and there is a wide belt of pink silk, fastened at the back with silk biolbe and tassels. This dress would look very handsome carried out in black, with black lace down the front and for the berthe. Another pretty black frock, much-worn this time, was made with deep flounces of lace arranged in three, and the second was beaded with gauzing of the material. This was worn with a deep lace cape on the shoulders, cut in points both at the back and front and on the shoulders. It may now be generally known that the stuff for sunray accordion pleating must be first joined in lengths and then cut in circular form with a seam for the waist at the centre. This is then sent to the accordion pleater. There is a firm in the Euston-road which makes a speciality of this. It is not often cheaper, however, to buy your own material and go to the trouble of having it pleated, because quite a number of shops sell it already done, with lengths for the bodice at very reasonable prices. For example all colours of suns veiling may be obtained for the modest sum of one guinea a piece. Of all styles, nothing comes near the all-lace dinner-robe for beauty and general richness of effect. But, unfortunately, these handsome gowns are quite out of the reach of limited purses, unless, of course, we have some inherited treasures of old lace, a shawl, or lengths that could be adopted for the purpose. The cheapest lace gowns spells extravagance, quite a simple specimen the other day was priced forty guineas—and the best lace robes must run into many hundreds of pounds.

The twentieth century, says "A Society Butterfly," has given us many things—bridge, motors, and Marconigrams—and it has also presented us with a complete change in the form and fashion of our jewels. Intrinsic value still holds its own; but art and originality have stepped in, and banished "fenders" in a, "handcuff" bracelets, "half-hoop" ring, and other horrors of the mid-Victorian era. Supply and demand are commercial factors, but they affect even the frivolities of our jewels. Some people prophesy a pearl famine, and experts testify that since 1880 the price of pearls has trebled in value, and that during the last few years it has increased quite fifty per cent. This alone is enough to make a string of pearls one of our most precious—and most coveted—possessions; and a single row recently exhibited in Paris was priced at one million eight hundred thousand francs (£72,000). The most valuable pearls in London, with the exception of those owned by Royalty, are said to belong to Lady Cork, Lady Iveagh, and Lady Lansdowne. A pretty fashion, which has lately come to the fore, is that of a twisted rope of seed pearls; and this, naturally, costs far less than a row of perfectly-shaped single pearls. Lady Sybil Grant had a charming necklace of seed pearls, with ruby tassels, among her wedding presents; and another bride, Mrs. Ernest Cunard, wears a long twist of seed pearls with—I think—some emeralds as pendants. A new stone would be as difficult to find as the long-desired fresh animal. But there has been a marked revival in the use of uncommon, and perhaps less valuable jewels. For example, the peridot, that pretty pale green gem, which, with diamonds, formed the lovely pendant worn by Lady Ludlow on her wedding day. Opals are great favourites, and so are yellow diamonds—Lady Sybil Grant had a wonderful yellow diamond ring—also black pearls and pink pearls. Mrs. Willis Jones has a charming tiara in pink pearls and diamonds. Then semi-precious stones, such as jade, lapis-lazuli, topaz, and cornelian are much employed, and enamel is introduced into everything.

The old-fashioned heavy necklace is now seldom seen. A fine chain is used, made in gold, or more often in platinum, and from this hangs a very precious pendant. Mrs. George Keppel has several pendants of this sort; and the Duchess of Portland sometimes wears a wonderful black pearl, hanging from a round white pearl set in diamonds. By the way, it is in the setting of modern jewels that the most striking change has occurred. Gold has taken a back seat; platinum seems first favourite, but aluminium is sometimes used, and oxydised silver is mixed in a curious way with gems and with enamel. Every decade has its popular ornaments, and rings are highly esteemed in 1903, in these there is also a marked difference. Scarcely any setting is visible; there are one or two big and beautiful stones, such as a pearl, a diamond, a ruby, or an emerald, and the ring itself is a mere fine wire of gold or platinum. Many splendid rings are to be seen at London parties. Lady Londonderry's rings are historic; Mrs. Bampfylde possesses some splendid specimens; and Mrs. Newhouse, a pretty American, owns a set of seven rings—diamonds, and black and white pearls—which are quite unique in beauty and value. Many fancy articles are richly jewelled; and dress accessories—formerly inexpensive—have now become things of price. Shoulder-straps are a case in point. Princess Henry of Pless wears them in turquoises, and the Duchess of Westminster has diamond shoulder-straps. And clasps for cloaks and waistbelts are often jewels of price.

A wedding of considerable interest was celebrated on Thursday afternoon at Tottenhall Church, near Wolverhampton, when Miss Ellen Thorneycroft Fowler, the well-known authoress, daughter of Sir Henry Fowler, M.P., was married to Mr. Alfred Laurence Felkin, son of the late Mr. Robert Felkin of Combe Pyne, Bournemouth. Miss Ellen Thorneycroft Fowler's first success was made with the novel concerning Isabel Carnaby, which was published in 1898. This was followed shortly afterwards by A Double Thread, The Farringtons, and Fuel of Fire. The officiating clergy were the Rev. W. R. Hamilton, Rector of St. Anne's Suiton, Bonington, and the Rev. A. R. Harrison, Vicar of Tettenhall. Dr. Mann, of King's College Chapel, Cambridge, presided at the organ. The flowers, which were very beautiful, were given by Miss Perry, of Werep Hall, whose head gardener had decorated the church most artistically. The bride, who was given away by Sir Henry Fowler, wore a graceful gown of ivory-white satin trimmed with old Irish lace and mother-of-pearl applique. She carried a bouquet of white flowers and wore a tulle veil, a diamond star, the gift of the bridegroom, and a diamond necklace, presented to her by her father. The bridesmaids were Miss Edith Henrietta Fowler, sister of the bride; Miss Helen Felkin, sister of the bride-groom; and Miss Eleanor Thorneycroft, Miss Maud Hay, and Miss May Terrot, cousins of the bride. They were very pretty dresses of cream canvas over white silk, trimmed with white chiffon and cream lace applique, and Tuscan straw hats with pink carnations. The bridesmaids carried pink carnation bouquets, and wore pearl crescent brooches, the gifts of the bridegroom. The Rev. C. P. Way acted as best man. After the ceremony, a reception was held at Woodthorne, near Wolverhampton, and the honeymoon will be spent at Leamington and Bournemouth. The bride's travelling dress was of voile, in the new shade of cinnamon brown spotted with white, and worn with a white lace collar, and touches of pale blue on the bodice. Her hat was of pale blue straw, trimmed with lilies-of-the-valley. Among the invited guests, most of whom were present at the reception, were the Earl and Countess of Dartmouth, Lord Wrottesley and the Hon. Evelyn Wrottesley, General the Hon and Mrs. George Wrottesley, the High-Sheriff and Mrs. Mander, the Mayor of Wolverhampton and Mrs. Thorne, the Town Clerk and Mrs. Brevitt, the President of Magdalen and Mrs. Warren, the Rector of Wolverhampton and Mrs. Penny, Sir John and Lady Barrap, Canon Davies, Major Hay, and the Rev. A. F. and Mrs. Rubie. The wedding presents include the following:— From Sir Henry Fowler, diamond necklace and cheque; from Lady Fowler C.I., silver toilet set and cheque; Mrs. Felkin of silver tea and coffee service; the late Colonel Thorneycroft and Mrs. Thorneycroft, silver dishes; Mrs. Hartley cheque: Miss Perry cheque; Lord Standley of Alderley, diamond and sapphire crescent; the Right Hon. Sir Henry and Lady Campbell-Bannerman, as inlaid table; the Countess of Dartmouth, jewelled and enamelled notebook; Lord Wrottesley and the Hon. Evelyn Wrottesley bookstand; the Right Hon. Charles Seale Haye, a silver clock; Sir Alfred and Lady Hickman, silver 24d ivory dessert knives and forks; Sir and John Barran, silver sugar-basin and cream jug, and china vase; Lady Barran, inlaid Chippendale table; the Hon. Mrs. Walter Forbes, a complete set of her novels; Lady Frederick Bruce, a silver ornament; Mr. G. W. E. Russell, a Life of Gladstone; Mrs. Walford, Mr. Smith; Miss Mary Cholmondeley, Red Pottage; Mr. and Mrs. Kenneth Grahame, The Golden Age, Lady Elizabeth Northcote, silver mounted card-case; Sir Walter and Lady Foster, case of silver teaspoons; Lady France Legge, a pair of silver saucer-slips; Sir George Douglas, a gilt brooch; Mrs. Looker-Lameson a silver tea service; and the Wolverhampton Liberal Association, a handsome piece of plate.

CYCLING AT HOME.

LONDON, APRIL 17.

"Fools rush in where angels fear to tread" might aptly be applied to a large proportion of wheelmen. Not, be it understood, in an angelic sense, but in the way the majority of cyclists take risks that other traffic on the road would avoid. We have always upheld as the yearly total of cycling accidents might be considerably reduced if only cyclists exercised reasonable care and common sense in riding, and this contention is fully confirmed by our observations this Easter. The way cyclists cut through traffic, heedless of the treacherous state of the tramlined roads over which they pass, and the fact that should a slip occur they could not possibly clear themselves of the traffic is hair-raising to the onlooker. Then again, the favourite habit with some cyclists of hanging on to motor cars provides a large element of danger in the event of the car suddenly slowing, besides being a great nuisance to the occupants of the car.

Another fruitful source of accident, is the negligence of some riders to properly equip their machines with efficient brake-power, or in some instances to dispense with a brake altogether. So frequently do we hear of serious and fatal accidents occurring to brakeless riders that one wishes for legislation making it compulsory for all cycles to be fitted with reliable brakes. It is necessary, for apart from the risk such riders run in regard to their own safety, they also prove a danger to other users of the road. A fatal accident recently befel a miner who lost control of his machine when descending a hill near Eastwood. None. Certainly the unfortunate rider had a brake fitted to his machine, but it was an inadequate one, applied by pulling a string away down beneath the saddle. It was whilst fumbling for this string that his front wheel either ran into a rut or struck a stone, and the rider was thrown with great force against the shaft of a passing cart, receiving fatal injuries.

In the Isle of Man cyclists are permitted to ride on the footpaths providing they are not within a mile of any town for within a hundred yards of a pedestrian. This liberty is greatly enjoyed by the Manx cyclists and has certainly helped the trade in the Island to a very large extent, whilst very little interference with pedestrians' rights have ever happened by reason of the permission. But a member of the Onchan village commissioners, at a recent meeting, proposed that the Insular Legislature be requested to amend the Local Government Act so as to prohibit cyclists from using the pathways in the metropolitan village. Why he made the proposition, no one seems to know, and it is doubtful whether he had any further reason than that it was the fashion with English local councils to have a smack at cyclists on every available occasion; and on this occasion little Isle of Man lag behind! However his colleagues were not of his frame of mind, and when the proposition was put to the meeting it met a most decisive death.

The distinction of holding the first road record of the 1903 season, stands to the credit of Lionel Martin and T. H. B. Vade-Walpole, members of the Bath Road C. C. On April 11th they established an unpaced tandem bicycle record for the journey from London to York, which they covered in 12 hours, 17 mins. The standard time fixed by the Roads Record Association was 13 hours, so the riders were well inside. We are given to understand that unpaced road rides will receive a large amount of attention this year, several well known road riders having their eyes on record rides at their favourite distances.

The Easter holidays gave convincing proof of the sustained interest taken in cycling by the large majority of the public. At the great railway termini, the number of cyclists with their machines bridging the first portion of tour by means of the train, was as large as ever, and the actual number on the roads must have far surpassed the total of any previous Easter. Barring a rather strong and cold wind, Easter proved perfect cycling weather; the roads were in ample, pin order and little or no rain fell to interfere with riding. The various cycle race meetings, too, which were held throughout the country, appear to have passed off satisfactory, good times being the order of the day. At the Crystal Palace, at the opening meeting of the season of the Anerly B.C., thirty thousand persons are said to have been watching the racing.

Just now the burning question amongst motor circles is the question of identification of cars. The committee of the Automobile Club is in favour of some system of identification with removal of the speed limit. A small section of members are under the impression that Parliament will consent to the removal of the speed limit without means for identification. A ballot of the members is to be taken on the subject. Unless means are provided for the registration and identification of cars, so that law breakers can be dealt with, there is little doubt of the House refusing to raise the speed limit.

The fund for the improvement of the Gordon-Bennett course in Ireland has reached nearly £1,000 to date, but it is estimated that considerably over that amount will be required. With regard to the side-shows of the automobile fortnight in Ireland the Dunlop Tyre Company have offered a 200 guinea challenge cup for some important event to take place in the Phœnix Park, Dublin.

Dog lovers are raising an outcry, and very properly, too, against the "murder" of their pets by motorists. On the other hand, cyclists have their grievances against dog owners in that they (the riders) are frequently brought down by dogs running across the road in front of their wheels. Of late several very serious accidents have been caused by retrievers and collie dogs rushing aimless across the highway, and in each case the cyclist has had no redress for his personal injuries. People who own dogs which are given to this rushing about should remember that pedal cyclist as well as fear the motorist. There is a very sagacious animal in Brighton which apparently takes a canine delight in suddenly dashing after a rider, twisting into any passing cyclist's front wheel, and bringing the unhappy rider down heavily. Having effectively completed his foul purpose, the animal squats down deliberately in the middle of the road, and slobbers with pleasure at the result of his charge. Has Brighton no kindly-disposed automobilist who will put a wheel over this brute?

One of the conclusion that clearly emerge from the long discussion over the paper currency that preceded the enactment of the five-rupee note Bill was that Cawnpore rather than Allahabad should be the currency centre of the Provinces. There is no resisting the tendencies that have been making Cawnpore the business capital, and where trade and industry are concentrated finance must follow. The case for Cawnpore is so far established that the transfer of the currency office from Allahabad now only wants the approval of the authorities at Home, and if the currency office changes quarters, it follows that the Accountant-General and his establishment will have to accompany it.

OUT OF THE PAST.

In two volumes, entitled Out of the Past, Sir Mountstuart E. Grant Duff has given us in a collected form some pleasant but insufficient Biographical Essays, which were published at different periods in his busy literary and administrative life. "Chesterfield as an Education" is the first of these, and was meant in 1879 as a sort of corrective to some points in the teaching—held to be otherwise admirable—of the Chesterfield Letters. Sir M. Grant Duff certainly makes clear his own view of what the Letters meant to convey, and what they ought to convey, and though his condemnation of many of their sentiments is well defined he holds that they still ought to be a regular portion of the education of every Englishman who is likely to enter public life tolerably early. He makes allowances for the variation in manner, expressions, and moral views which time has brought about, but quotes many word of wisdom that are always true and seldom followed. Here are a few:—Whoever is in a hurry, shows that the thing he is about is too big for him. Haste and hurry are different things. "Lay aside the best book whenever you can go into the best company; depend upon it, you change for the better." "The height of abilities is to have 'volto sciolto' and 'pensieri stretti,' that is, a frank, open, and ingenuous exterior, with a prudent and reserved interior." What, however, would the men and boys of to-day think of the teacher who wrote:—"All gaming, field-sports, and such sort of amusements, where neither the understanding nor the senses have the least share, I look upon as frivolous, and as the resources of little minds, who either do not think or do not love to think." It would surprise Chesterfield to know that in the twentieth century, and during great part of the 19th, too, great minds admitted the utility of the games which he considered the pastime of little minds, and yet thinking is done as vigorously. One of the pleasantest of these papers is that on Oxford spoken in 1897 at the Franco-Scottish Society, in which he noted how the old order had given place to the new and better. His reminiscences centred round men of light and leading who had belonged to the old Oxford days, and who had brought as much glory to that seat of learning as they had received from her, whose names are symbolic of their country's best intellectual atmosphere, and whose influence has helped to keep high the standard of moral and religious enthusiasm in Great Britain.

Walter Bagehot, specially selected as the subject in an Address to the Social and Political League, was one of the truest thinkers and writers of the Nineteenth Century, and though little known to the majority of his countrymen, is deserving to be remembered, for he "was loved and reverenced by many of the best minds of his generation." University College, London, was his Alma Mater. Political Economy attracted his studious Mind. He did remarkably well in taking the mathematical scholarship with the B. A. degree when he was twenty, and the Gold Medal for Intellectual and Moral Philosophy two years later. He hesitated between Bar and Bank as a profession, but the latter won his allegiance, and finding keen pleasure in business he became the best English financial writer of his time, as he certainly was the most enlightening, for he had a mind that from hard facts could deduce the ideas that underlay them. He devoted himself vigorously to business, but always followed intelligently the course of politics and literature. He never entered Parliament, though he tried and failed to get a seat, perhaps because he was, as he described himself, "between sizes in politics." Sir Mountstuart Grant Duff speaks of him nevertheless as one of the few politicians who have not been replaced, and when we read a few of his luminous sentences, some of which are here quoted, we can understand the enthusiasm that placed Bagehot on an intellectual pedestal. In his "Biographical Studies" he describes in a few words the great men he discusses. Sir Robert Peel aroused the critical saying that he had "the powers of a first rate man and the creed of a second rate man." Another just statement in reference to Government administration is that "the most benumbing thing to the intellect is routine; the most bewildering is distraction; our system is a distracting routine." And incidentally, in his description of Sir G. Cornwallis Lewis, Bagehot's approval of the general trend of the House of Commons is strikingly true:—"There is an elective affinity for solid sense in a practical assembly of educated Englishmen which always operates and which rarely errs." His view of history will be endorsed by every student of the past:—"The best history is but like the Act of Rembrandt: It casts a vivid light on certain selected causes, on those which were best and greatest; it leaves all the rest in shadow and unseen." It was of Bagehot that a friend wrote:—"No one with whom I have lived in close contact has ever produced upon me the impression of genius as he did. He never needed to be told anything. There was something Shakespearian in the way in which he immediately knew what was going on in the minds of all sorts of men, and he brought to bear upon this knowledge a judgment at once so firm and so clear that one felt irresistibly impelled to take his conclusions as final." Unfortunately Bagehot died early and suddenly, just when his intellect was at its best and brightest. It is some solace to know that his writings have now a place in the literature curriculum for high honours.

A critique of "The Life of Arthur Stanley" shows the writer's appreciation of Dean Stanley's breadth of view and of the education that fostered it, an education through books and travel and the influence of high minds. The Marquess of Dufferin and Ava, Baron Hubner, the Empress Frederic, Matthew Arnold, the Duke of Argyll in the second volume all give opportunity for informing and pleasant reminiscence and criticism which Sir M. Grant Duff hardly avails himself of. All the subjects of the Essays are people whom we desire not to forget, and we are glad to have our memories jogged, and jogged in a way so excellent and so easy.

A BOOK ABOUT THE PAMIRS.

An Austrian Trade Journal published in Vienna, the "Monatschrift fur den Orient," describes shortly the journey of an Austrian officer in the East. The Pamir plateau was the objective, tha high resting place, the Roof of the World, where countless chains of gigantic mountains meet, and, sloping down, form the water'sheds of the ancient Oxus and Jaxartes, where the Chinese locate the source of their sacred Hoang-ho, and ethnographical students the origin of the human race. The Pamir plateau has always excited the desires of all travellers from Marcus Polo who searched Asia for her mysteries up to our own time, when Sven Hedin and many Russians laboured at discovering what the Pamirs hide in their fastnesses. The strategic necessities of Russian power in Asia induced them to make a military as well as a geographical examination of the plateau, and they have unveiled much of its mystery. It undoubtedly affords an important gate of entry to the Central Asia Buffer Kingdom, Afghanistan, and Russia has consequently made a military road, though of somewhat primitive construction, from Osch in Fergana to a point close to the Afghan frontier line, the Pamirsky Post, a fortress, and there the road ends. Not far from this place, separated only by a narrow tongue of Afghan country, begins British India, and here in a triangle the boundaries of the Russian, English, and Chinese spheres meet. This spot, of the highest geographical, political, and strategic interest, would specially appeal to a military man, and it is not surprising that one who was bent on studying the early reaches of the great Chinese river should wish to begin at the Pamirs. In the summer of 1900 Lieutenant Wilhelm Filchner, of a Royal Bavarian Regiment, took three months' leave which he meant to spend riding over the Pamirs. It was his intention to go from Osch through the Pamirsky Post, to the Afghan Kanat Wachan, and then by the Barogil Pass, Chitral, and Peshawar to enter India. But at the Pamirsky Post this plan had to be altered, for the Russian commanding there refused the traveller a permit across the Afghan border, as he could not guarantee his personal safety on account of the unfriendly spirit of the Afghan population. Lieutenant Filchner was, therefore, obliged to turn Afghanistan, and he chose the route by Kizilrabat along the Afghan border to the Riji Pass, and from there through Chinese territory to the Killi Pass, which leads on to India. But when nearing the Indian frontier this plan also had to be changed. From an English Numismatist who was following with a comfortable Caravan the traces in the desert of an old Greek-Asiatic trade route, he learned of the Boxer outbreak in China. He had lively hopes then of joining a corps of Russian reinforcements, which he suspected would be on the march from Eastern Turkestan, and he hastened through the Chinese district Kashpar into Turkestan. But as he met no Russian troops, he made upes is mind to return to Constantinople still hoping to fall in with some German Corps, but a determined attack of malarial fever, which seized him in the Acropolis at Athens, made an end of his warlike plans, and drove him right away from China. His description of his journey is very interesting, written with a light touch of humour, and without egotism gives the reader the idea that the traveller is a clear-sighted, warm-hearted man. The preface is written by Sven Hedin, that master of travel, who praises the maps illustrating the book, "Ein Ritt Uber Den Pamir." The sketches by Lieutenant Filchner give a pleasant picture of the physical features of the Pamirs.

ARRIVAL OF R. I. M. S. DALHOUSIE.

The Royal Indian Marine steamer Dalhousie Commander L. St. Warden, R. I. M., arrived in harbour yesterday from Rangoon which port she left on the 22nd April and called at Port Blair on the 30th.

THE B. B. AND C. I. AND THE REMOVAL OF A RAILWAY ANOMALY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—A long standing obstacle to an unrestricted flow of trade by a route that best suits a large section of exporters of grain and seeds to Europe has at last been removed by the conversion of the "broad" into "metre gauge" of the line between Viramgam and Wadhwan stations of the Bombay, Baroda, and Central India Railway. The break of gauge and consequent transhipment at both ends of this 40-mile length has certainly been an anomaly, which, if public convenience had been considered, ought to have been removed long ago, and which, it may at first sight be surprising, was allowed to exist so long as it has. But when it is known what powerful vested interests were involved, and how strenuous and influential was the opposition to this conversion of gauge, the surprise that this has become an accomplished fact at all. Lord Curzon's administration has undoubtedly been one of agreeable surprises as it has been of surpluses, and amongst the several tasks he has set before himself, and which are being so energetically tackled, a bold and forward railway policy is avowedly one. The Railway Branch of the Public Works Portfolio has, since he took over the Government, been advanced to a high standard of efficiency by the introduction into it of a well-chosen element of trained and practical railway intellect, and it is a happy augury, indeed, for the commerce of the country that the assimilation of the railway gauges has come to be regarded as the first step towards the improvement of railway facilities. By the conversion of the gauge above referred to, the province of Kathiawar and its ports are connected with Upper India by means of an unbroken metre gauge, and besides giving an impetus to the trade between the two portions of the country, it also enables the public to avail themselves fully of the advantages of a cheaper sea board for English and continental ports, and, of course, to Bombay itself.

This alternative route was hitherto availed of to a certain extent, and the conversion of gauge has added to its popularity, so much so that very large quantities of grain have commenced to find their way into Bombay via Bhavnagar port for Europe from the Province of Guzerat.

That the traffic should follow this route is but natural, seeing that it offers several advantages as compared with the all-rail route to Bombay. These are the savings of rail freight of 170 miles, the saving of transhipment from metre into broad gauge wagons at Sabarmatti Junction, the cheap rail and sea freight which the Kathiawar Railways and the steamship companies jointly offer, the direct transhipment into Europe liners in the Bombay harbour, saving thereby the cost of conveyance from the B. B. and C. I. Railway Company's depot to the docks.

It is much to be regretted, however, that the benefit which the Government intended to confer on the public by giving the said unbroken connection has been nullified by the recent action of the Bombay, Baroda, and Central India Railway in raising their rates for conveyance of grains and seeds abnormally over their Mehsana-Wadhwan Section with a view to a monopoly of the traffic.

Such blocking of an easy trade route is a very serious question for the public, and, it becomes the more so when applied to this particular traffic which

THE BAGDAD RAILWAY.

COMPANY FORMED: BRITISH CO-OPERATION.

THROUGH RATE ADVANTAGE FOR GERMANY.

The Imperial Ottoman Bagdad Railway Company has been constituted at Constantinople with a capital of £5,000,000.

The president of the company, states Reuter, is Herr Arthur Gwinner, one of the managers of the Deutsche Bank, Berlin, and the vice-president, M. Adolphe Vernes, administrator of the Imperial Ottoman Bank, Paris.

The British representative on the directorate has not yet been appointed. The company's head offices will be at Constantinople.

The line will be about 1,800 miles long of which nine 400 from Haidar Pasha to Konia have already been constructed and belong to the Anatolian Railway Company, which is merged in the greater concern. From Konia the line, of normal gauge, has to be established in some eight years to Bagdad and Bussorah, on the Persian Gulf. The cost is roughly estimated at £T.20,000,000, or about £18,000,000 sterling in English.

According to the "Daily Mail," the stock will be allocated in the following proportions to the various financial groups:

German ..... 25 per cent. Swiss ..... 10 per cent.
French ..... 25 per cent. Austrian ..... 5 per cent.
British ..... 25 per cent. Anatolian Railway 10 per cent.

The Board of Control is, as at present suggested, to consist of thirty, elected as follows from the various shareholders:

8 ..... German. 3 ..... Anatolian Railway.
8 ..... French. 3 ..... Swiss.
8 ..... British. 1 ..... Austrian.

Of the British representatives, one will be the selection of the Ottoman Bank.

The St. Petersburg correspondent of the "Times" quotes the "Novoe Vremya" as stating that Germany asked Russia to subscribe, but Russia declined in the most decisive manner. The Russian journal says: "And so the English will join with the Germans and the French in building the Bagdad Railway. We wish them a pleasant journey. Their co-operation does not affect the position at all so far as we are concerned, for no matter who finds the money, the Bagdad Railway will still remain a German line."

A well-informed authority on Indian affairs informs the "Daily News" that the railway would shorten the time to India by about three and a half days. The Peninsular and Oriental Company might be induced to make as great a saving by increasing the speed of their service. Their steamers are not so quick as those on the Atlantic service, and if the Government would give them more money they would give an increased rate of speed.

Mr. T. G. Bowles, M.P., writes to the "Times" that "we must be careful we are not drawn into another Venezuelan agreement whereby we are to draw Turkish chestnuts "out of the fire for German eating." goes on to say: Nor would it be sound policy to encourage there a system whereby the Turkish Government and people would be led to keep a railway that could not keep itself." Mr. Bowles adds that the matter would have a greatly improved aspect if the recent convention "can be so modified or supplemented as to remove the exclusive management of the line from German hands, and to place it either co-equally in British, French, and German hands throughout, or else as to one section (Mosul or Baghdad to Basra) in British hands exclusively, as to another in French hands exclusively, and so to a third in German hands exclusively."

The "Westminster Gazette" which publishes the foregoing, wrote again next day as follows:—

A representative of the Westminster Gazette" had an interview this morning with a gentleman in a position to know the exact state of the negotiations between the German and British Governments. He declared that the authoritative statement published yesterday by the "Westminster Gazette" represented the present situation accurately, and that nothing further would take place until after the reassembling of Parliament.

"I cannot understand," he remarked, "the intense interest taken in the Bagdad railway at the present moment. It is not a thing of to-day. It has been spoken about for years, and I fail to see anything to cause the present state of excitement. These things take time, and the negotiations are pursuing their normal course.

"The railway will be made, you may take that for granted, whatever the result of the negotiations may be. Somebody said the other day that the railway when completed would not pay for carriage grease. That was merely a silly exaggeration, and the same person made the remark also that the railway was a most important undertaking. How can these two statements be reconciled? The railway will be made; it will be a profitable concern; it will be participated in by the British Government; they are not fools altogether."

The director of the Deutsche Bank is represented in the course of an interview with the Berlin correspondent of the "New York Herald" to have said that the financial management of the proposed railway is now assured of success through the arrangement between Germany, England and France. Contracts now being let are for the construction of a stretch of 200 kilometres. The whole concession calls for 1,200 kilometres and the completion of the road in eight years. The Deutsche Bank director added: "We would have been able to assume the financial responsibility alone, but we realise that, dealing as we do with the 'sick man,' the burden would rest too heavily upon us. We have not sought French and English co-operation. They came to us.

The "Vossische Zeitung," in an article on the Bagdad Railway, asks whether Great Britain is about to repeat the mistakes which she made in Persia and in regard to the Suez Canal, and recently in Morocco, simply from aversion from acting with Germany. The journal is convinced that the German financiers are willing to share the undertaking with British capitalists, and expresses the opinion that the economic advantages of a share in the line are ample compensation to Great Britain for the inconvenience which may be caused to her by the raising of the Turkish Customs duties.

One point in connexion with the question of British participation in the project, says the Constantinople correspondent of the "Daily Telegraph," seems to have been overlooked. When the Anatolian Railway Company secured its concession for a harbour at Haidar Pasha the other Powers opposed it until the Germans declared that they would not impose differential rates on foreign goods. They kept their promise, but inserted a clause which exempts goods not breaking bulk from quay dues. German goods, therefore, will arrive by rail at Constantinople in trucks which will be ferried across to Haidar Pasha and as they will not break bulk they will enjoy the advantage of paying through rates from Germany to Mesopotamia and no quay dues, whereas English or other goods must break bulk and pay heavy quay dues and full railway rates. The last convention gives the company the right to establish a ferry, and even if the English capital and participation equal any other holding, it is only German commerce that can profit by the construction of the railway and obtain a market in Asia Minor.

The Berlin correspondent of the "Morning Post" states that in their intercourse with the British financial world the German banking magnates maintain an appearance of perfect confidence as to their ability to raise all the capital necessary in Germany and France. Their invitation to British Capitalists is said to be due to purely financial considerations only in so far as the co-operation of British money tends to divide the risks of the undertaking. Far more important to them than the financial assistance of Great Britain is represented to be her diplomatic goodwill. Almost equally important are the good services of Great Britain in the acquisition of a suitable terminus.

FRAUD ON THOMAS COOK AND SON.

DISHONEST CLERK AT RANGOON.

THE Magistrate of the Eastern Sub-division, Rangoon, passed orders on the case against S. B. Dey, a clerk who was employed at Messrs. Thomas Cook and Son's. On the 15th September, 1899, he fraudulently got a cheque signed by Mr. Grawthorne and had it cashed on the 16th September 1899 by the Chartered Bank of India, Australia and China, for Rs. 3,000. The accused admitted that he drew the money from the bank on presenting the cheque, which had been inadvertently signed by Mr. Grawthorne amongst other papers which were laid before him for signature. On the 23rd September 1899, Mr. Baltazar discovered an entry of Rs. 3,000 for a cheque cashed on the 16th September in a pass-book, without authority in the name of the firm. He found that the cheque had been paid in currency notes, and on obtaining the numbers of the notes from the bank he reported the matter to the police, which led to the recovery of Rs. 3,040, which the accused had remitted to different people in Bengal. Two days after the cheque had been cashed, the accused wrote to Mr. Baltazar asking for two days' leave which was granted; he did not turn up again and it was found he had absconded to India. He was arrested in Mymensingh on the 19th March this year, and was brought under escort to Rangoon. His Worship found accused guilty, and sentenced him to the maximum sentence he could inflict, that is, two years' rigorous imprisonment, of which three months will be in solitary confinement, and to pay a fine of Rs. 1,000, or in default, a further period of six months' rigorous imprisonment.

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A NEW MONO-RAIL SYSTEM.

THE INVENTION OF MR. R. J. BALDREY.

Mr. R. J. Baldrey, of Ootacamund, gives the following interesting description of his new grip mono-rail system:—

The system is novel in its entirety, and is the only one to which the term "mono-rail" is strictly and truly applicable. There is no other system which runs its traffic on one line of metal. The principle on which the grip mono-rail is based may be summed up as follows. The permanent way is formed up of vertical sleepers of laminiferous stone or of hard gnarled jungle-wood, on which the chain with key, and rail are fixed, a flangeless travelling or traffic wheel of about 3ft. diameter runs on the rail, the upper surface of the latter being about 2 ft from off the ground. There are four of these traffic wheels to a car, two and two coupled tandem fashion, each couple bearing a strong foundation frame to which the springs and buffers are attached and on which the car is supported. These foundation frames which are strongly made and form a single rigid piece) are placed or hung on the axles which project on either side of the wheels, and reach to within a few inches of the ground, so that the equipoised weight of passengers and goods is borne pannierwise and well below the point of suspension. Then in order to secure the whole to vertical position the grip guide wheels (of which there are eight on each side of car, strongly held by tie wrought iron foundation frames) grip the grooves on the under sides to the right and left of the rail, the guide wheels being fixed at an angle the most suitable to admit of their having as free a run as the traffic wheels above them, and to further enhance this object the guide-wheels are on ball bearings. Then to secure perfect steadiness, to the train the telescopic buffers are used, placed at the lowest parts of the foundation frame on each side of the car. These buffers together with the slaying and grip actions of the guide-wheels and the equipoised flowlying preponderating weight borne pannier like on each side of the rail would render derailment an utter impossibility.

It will be seen from the following statement that the grip mono-railway for steam traction can be constructed (particularly in India) at the cheapest possible outlay, as the materials for constructing the most permanent line possible (which can only be used on the new principle here shown) lie ready to hand and in the greatest abundance:—

The mono-rail sleeper is fixed in the ground in a vertical position affording the following advantages:—Great stability to the precision of lifting which would inevitably result in a single line of this description were the horizontal sleeper used; the utilisation of truly permanent materials which cannot possibly be used for sleepers in their present form; materials which can be had in abundance and at nominal cost and which at present either lie waste, or are used for purposes of small consequence; the first and most truly valuable for the purpose being laminiferous stone, which would be required in short lengths, but is usually split up in slabs of 20 to 25 ft. lengths by about 12 inches broad and 7 inches in thickness. These slabs would cost but a few annas each to split up, and one of 25 ft. length would furnish six average length sleepers. Another stone material for sleepers is the common boulder. Then there are the extremely hard, gnarled jungle woods, some varieties of which are more durable under water and in damp soils, others so exceedingly hard as to turn the chisel. These logs cut to the required short lengths, in their rough condition, and charred to render them yet more durable, would provide excellent material for vertical sleeper, far more permanent than those made of costly timber, with a vast difference in the cost, but a permanent way, truly so in every sense of the word, would be a line constructed of stone sleepers. A line constructed on vertical sleepers well rammed down, with but a few inches showing above the surface of the ground on which to fix the metals is not only practically immovable by any pressure that may be brought on it by trains, but would offer the resistance of a weir to, and minimise the possibility of a line being washed away by floods especially if the spaces between the close set sleepers are filled with rubble stone, and well rammed down. One can hardly conceive a line possessing greater durability. A combination of vertical sleepers with chair in cast iron is also provided.

The key and rail are of peculiar make in the grip mono-rail system. The key especially being a most desirable innovation little to unknown in railway line construction. This contrivance affords the greatest possible support to the head and sides of the rail, and while holding it in a close and powerful grip admits of its being readily released when necessary. This abutting pile-like support at short intervals is the key also of a maximum attenuation of the rail which could not possibly be effected without its use. A further advantage gained by its adoption is the dispensing with fish-plates, bolts and screws altogether and used for the alignment and fixing of the rails.

A freer run is secured to the traffic wheels by dispensing with the flange which is a retarder of speed at curves, where the attrition of flange and rail is great.

The mechanical grip on rail for traction purposes offers great advantages, it dispenses with enormously weighty engines, which can have of late run up to no less than one hundred and eleven tons, involving great expenditure on bridges and metals which have to be much strengthened to withstand the ponderous weight concentrated in a great degree at the locomotive end of the train. The grip mono-rail is particularly well adapted for the introduction of this mechanical arrangement and thereby liberates a considerable amount of steam energy for profitable haulage.

As the engine, the cars and the metals will be light, the bridges of the grip mono-rail system need not be anything more than longer and stronger slabs of laminiferous stone, or suitable pillars of iron spanning not of masonry built in below the beds of streams and rivers, the narrowness of the piers offering little or no impediment to the flow of water.

The grip mono-rail system admits of the use of the fly-wheel in connection with the engine, imparting by its well-known function of power-accumulator an even, steady run to the train with more or less rapidity without that jerky movement now so common to the locomotive.

In conclusion, it will be seen that the grip mono-railway is specially well adapted by its cheapness of construction, its rapidity of movement and the impossibility of derailment, to be employed as feeders to the existing network of railways, especially in India, where remote grain centres and industries, now unreachable by double lines, can be tapped by the exceedingly cheap and light system proposed, and which it appears possible could be rendered lighter still by the introduction of aluminium in its construction when that metal becomes cheap enough to admit of its use.

Royal Letters Patent for Great Britain, Ireland, and the Isle of Man have been granted for the grip mono-rail system, and my application for patent for India and Burma have been accepted, other applications for patents are being forwarded. This grip mono-rail system has been submitted to Committees of Experts before being accepted. Leading capitalists are invited to send in their names for the purpose of forming a Syndicate for all India and Burma. Specification with complete drawings will be forwarded to such on application.

THE AIM OF A HINDU'S LIFE.

LECTURE BY DEWAN BAHADUR RAGUNATHA ROW.

ON Monday evening Dewan Bahadur R. Ragunatha Row delivered a lecture on the "Aim of a Hindu's Life" to a large audience assembled at the Mylapore Club. Among those present were the Hon. Sir V. Bhashyam Iyengar, Dewan Bahadur J. Venkataswami Rao, Mr. S. Annaswamy Iyer, Mr. P. R. Sundara Iyer, Mr. V. Krishnaswami Iyer, Mr. V. C. Desikacharlar and many others.

The lecturer said that every Hindu could learn from his sacred literature that there was a time when their progenitors led a simple, good and happy life and believe in one god. Their Veda was monosyllabic; their sacred duty was love to all and their worship of god consisted in contemplation and hospitality to one another. This, he said, was their Golden Age and they had then no caste, no rituals, no self-aggrandisement, no envy. That golden period lasted for some time and then degenerated. With the dawn of selfishness appeared the second age, known as the Silver Age. The pure happiness which had once existed became alloyed, and where order and law prevailed, confusion and disobedience began to take their place. After a few thousand years there came another age known as the Brazen Age and it was marked by further national deterioration—rituals became multiplied, modes of worship became more numerous and people became more divided and less happy. Towards the end of that age there were two mutually antagonistic schools. The one maintained that final beatitude could be attained by him action and the other asserted that it could be done only through the performance of rituals. The lecturer observed that neither inaction nor ritual would, by itself accomplish the end. This marked the dawn of the Iron Age. It was at that stage that Lord Sri Krishna gave his dispensation. He laid down the broad principle of religion enunciated in Chap. VI, v 32 of the Bhagavadgita:—"Whoever feels in everything around him his own self and is equanimous and steady in the hour of pleasure and of pain alike is deemed the highest Yogi." In that and other verses Sri Krishna taught him what to believe and what not to believe, what to do and what not to do. He proved the utter impossibility of reaching the goal either through inaction or through rituals. The supreme worshipper, therefore, was one who learnt to look upon the good and the evil of others exactly alike. This was the general principal which permeated all the details of human conduct.

The lecturer then said that each soul had several duties to perform religious, social and political. The first consisted in obedience to the precepts of god and in love to all his creatures. The second consisted of a number of duties which each one had towards society in general. Each one of them ought to behave towards others as he would have others behave towards himself. The third was the duty which each one had to do towards the Sovereign as the highest person. He exhorted every one present to follow closely the precepts laid down by Sri Krishna, and if they did so, they would drop from the Iron Age into the Golden Age once again. They were to do their duty without earing for its fruits and leave the result of their action in the Lord's hands, as he was the universal benefactor.

As regards Social Reform, the lecturer observed that all social rules must be built upon a religious foundation and until that was done there could be no real happiness. It was commonly thought by the young men of this country that it would suffice there lives to read their religious literature. That was a wrong notion. The Gita was the one book they should all read. It was a moral, social, political and religious code, complete in itself, and it was translated into all the living tongues of the world. In order to be good men, useful citizens, loyal subjects and happy people, they had nothing more to do than to read the Gita and follow the rules of life therein laid down.

Mr. V. Krishnaswamy Iyer conveyed to the lecturer the thanks of all those present for the very interesting and instructive lecture.

A REAL PICK-ME-UP—"Talk about champagne," said Byron, "there is nothing which cheers your spirits up like a dose of salts." But had he known Hunyadi Janos he would certainly have preferred this, the best and safest natural aperient.

HERE, THERE, AND EVERYWHERE.

Those who expect important results from Lord Iveagh and Mr. Pirrie's scheme of produce transport for Ireland may take heart of courage from the success that has attended the rural post in the United States. Out on the plains, two hundred miles and more west of Kansas City and Omaha, are the rural wagons making their daily trips. On the ranches, where the cowboys are watching the improved herds, the morning Kansas City papers with the full Associated Press news up to two o'clock in the morning are delivered at ten a.m. The farmers are never more than six to eight hours behind the information that is given to the people in the cities. They take the magazines, the illustrated weeklies, the market reviews, and the farm monthlies. They have in the past half-decade been brought forward in their information from two to seven days.

Among John Bull's financial frivolities is the following, entitled Brighton and Back (Wardation). Friday, May 1st, is a Stock Exchange Holiday and the date of the Brighton Walk.

If you're waking call me early
Call me early, Jobber dear,
May One m.y be the dullest day
Of all the slumpy year.
Of all the drooping year, Jobber,
The muddiest sloopiest day.
For to Brighton I'm going to trudge, Jobber,
Trudge on the First of May.

The paragraph which was printed recently about the famous impostor, Madame Blavatsky, who has found such a striking counterpart in Madame Robey, is amplified by a correspondent of "T.P.'s Weekly," who visited madame while she was living in South Norwood. In the course of the interview she said, "I am going to show you a manifestation of a Mahatma." In a moment there appeared on the wall facing her something that looked like a human countenance, which the interviewer suggested was the result of a pedal arrangement. When leaving a strange thing happened, says the correspondent. I could not find the hall-door! I was in a maze of curtains which led apparently to no exit. I found my way back to madame's room, and admitted that I could not find my way out, and that I would be glad to accept her offer of a handmaiden who would lead me to the hall-door. Madame was highly pleased at my discomfiture, and ringing a bell she summoned a servant who ushered me easily into the hall.

The partial eclipse of the moon on the 11th and 12th of last month (the first contact being at 10-34 p.m., on the 11th and the last contact at 1-52 a.m., on the 12th) was an opportunity for testing the amount of heat radiated by our satellite. Attempts have frequently been made to ascertain whether the moon possesses any inherent warmth or whether the very minute heating effects are due solely to reflected sun-heat. Professor Piazzi Smyth, according to the "Illustrated Scientific News," made an interesting experiment many years ago at a height of 4,000 feet on Teneriffe from which a ready idea can be gathered of the heat given out. He found that a candle placed at a distance of 15ft. from his instrument gave three times as much heat as that radiated from the full moon. It has been proved by observation during eclipses that the moon radiates heat from its surface in addition to that reflected from the sun. But it is supposed that this small amount of heat is probably only due to the solar heat which has been absorbed.

In the clever school paper, "The Alleynian," a definition of a landlady is: "The landlady of a boarding house is a parallelogram—that is, an oblong angular figure which cannot be described, but which is equal to anything." Among postulates are the following: "A pie may be produced any number of times; the clothes of a boarding-house bed, though produced ever so far both ways, will never meet; any two meals at boarding house are together less than one square meal; on the same bill and on the same side of it there shall be two charges for the same thing.

The King's approaching visit to Malta recalls an old and what is credited as a true story. Everyone knows the Armoury at Government House; at each side of it are many suits of the old knights armour standing life-like as if the gallant bodies that bore them were still inside the breast-plate. It was noticed that on the occasion of a big ball the then Governor's daughter took particular care always to stand near one particular mailed suit between the dances. The climax came when she asked an old confidential friend who was dancing with her to get her a brandy-and-soda, here quick, as no one was about. He promptly obeyed, and to his amazement saw the lady lift the dead knight's visor and hold up the refreshing draught to the opening. The secret was out. A young officer whose attention to the Governor's daughter had been the cause of his removal to an outlying fort had smuggled himself into the armoury in order to see his lady-love.

The origin or purport of the Tim Bobbin of a Clapham public-house must frequently be asked by residents in that populous South London suburb. At one time the sign could be seen at many places in Lancashire, and it is not improbable that an early landlord of the house was a Lancashire man, and an admirer of John Collier. Under the pseudonym of "Tim Bobbin," Collier wrote in the dialect of that northern county and many extracts from his works have been made for the English Dialect Dictionary. As was usual in his day Collier combined with his nominal occupation as a schoolmaster such offices as land-surveyor sign-painter and etcher. Collier who has been termed the Lancashire Hogarth died in 1786 and is buried along with his wife in the Rochdale parish churchyard. Their quaintly-worded epitaph, more epigrammatic than most of such eighteenth century mementoes is as follows:

Here lies John, and with him Mary,
Cheek by jowl, and never vary:
No wonder they so well agree:
John wants no punch, and Moll no tea.

Seething-lane, in which after next month the West India Committee will have its headquarters, is a street of historic interest. It was here that Samuel Pepys lived as Clerk of the Acts, and it was in St. Olave's, his parish church, whose gateway opens on the lane, that he was buried in 1703 beside his wife and his brother Tom "just under my mother's paw." The church and Seething-lane escaped the great fire. Close to the committee's new offices lived Sir Francis Walsingham and his son-in-law, Robert Devereux, Earl of Essex, in a house built by Sir John Allen, Lord Mayor, in the time of Henry VIII., and here also Walsingham died in 1590.

From American dialect to Scotch is a far cry, yet Bret Harte attempted it, and succeeded with the Doric better than many Scotsmen. Writing to Mr. A. S. Boyd, the American humorist said:—

How like true Scots we didna care
A bawbee for the present tense,
And said "we will be" when we were—
'Twas bonny, but it wasna sense.
And yet, "ma frien" and "trusty frere"
We'll take a right good "Willie Waught,"
Though what that may be is not clear,
Nor where it can be made or bought.

Another Scotsman with whom he was on writing terms was William Black. To him Bret Harte wrote (says Mr. T. Edgar Pemberton in his recently published life):—"Why any man in this damp climate should want to make himself wetter by salmon fishing passes my comprehension. I shudder at the naut of a river, and shiver at the sight of any fish that isn't dried. Black's favourite recreation was salmon fishing.

In a topical article on the Easter festival a writer in the "Sovereign"—says the word Easter is supposed to be derived from a goddess Eostre (to shine), whose festival, being the goddess of the spring, was held in April. There is, however, no mention of a divinity of that name in the Eddas, unless we identify her with Thor's handsome spouse, whose beautiful ringlets having been cut off by that enfant terrible, Loki, were replaced by shining golden curls as a gift from the fairies. Eostre is allied to Austro and the Sanskrit Ushas the Dawn. So it was a great festival of Nature celebrating the passing away of the winter with its darkness and storms and barrenness, and the return of spring with its light and warmth and hopefulness. Easter was the feast of the triumphant Thor. It is superfluous to add how readily the heathen commemoration lent itself to the transformation into the Christian festival.

The old Saxons celebrated the joyous season by lighting enormous bonfires. Sometimes a large doll represenating the winter was solemnly burnt. In Christian days the puppet portrayed Judas. On the evening of Easter Day a number of men and boys assembled in a field, where a large pile of wood had been erected. The stack was set alight amidst shout of let us burn Judas. After the doll had been consumed the ashes were collected and thrown into the water. Sometimes Judas was drowned instead of burnt.

Recruits of the British Army now accepted with respect of height or age are called by seasoned soldiers Bredricks. The country is familiar with that variety of Consols converted to yield a lower rate of interest which were named Goschens. This manner of nomenclature may well prove contagious, and the "Outlook" proposes to add to the language a few more words. Boys, it suggests, on the golf courses about London who proffer themselves as caddies, but do not know a niblick from a prassy, and hand one the driver to hole out with, may seek to distinguish themselves as Balfours. Persons who know everything and do everything who can jump up from playing the piano to mend the chandelier, who have theories as to how coal should be put on the fire and always known where their birt-studs are shall in futurebe known as Keisers. But when you find a man up to date in all useful knowledge who knows what he is aiming at and hits it every time and generally gets along in a practical common-sense way, you will not do wrong to call him a Joe.

If there should happen to be a modern Tacitus at Rome during the prospective visit of the German Emperor he will be able to chronicle another instance of how history repeats itself. For according to the Tacitus of Ancient Rome the gigantic figures of the Germans were one of the sensations of the day, and it is now settled that the members of the Emperor's suite who are to accompany him include Lieutenant Colonel Von Pestlow, the tallest officer in the German army, several other officers all well over six feet, in height and a couple of guardsmen who would have done credit to the regiment of giants which was the pride of the Emperor's most famous ancestor, King Frederick the Great. The Roman soldier, though the reflection of the glory of his ancestors of the misty past still gives him a sort of halo, is not of any imposing figure and will be simply nowhere when the giants of the North swarm about the Eterna' City.

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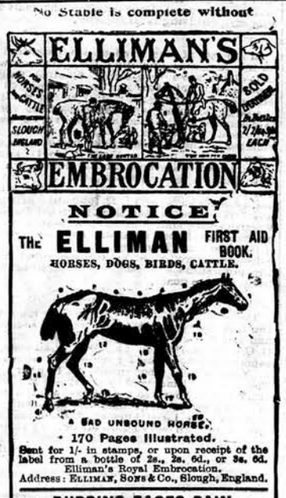

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M. A. P. IN THE GREEN ROOM.

THE Imperial Theatre in Westminster, which, gorgeous a house as it is, takes up a position at the tail-end that long line of dilapidated frivolity represented by the deserted Royal Aquarium and its offices, like the gilded State coach in the rear of the Lord Mayor's show, was the other day rendered loudly tintinabulant by ringing cheers at least for its new mistress, Miss Ellen Terry. What kind of noise may be in store for the play, The Vikings, by Henrick Ibsen, is another matter altogether. It may be a complimentary noise and it may not. If it isn't, and there is much ado about something in Master Ibsen's piece which does not suit English taste, Miss Terry will take immediate steps to respond with Much Ado About Nothing.

Or if not Much Ado About Nothing, a new play by clever Miss Clo Graves, who once had a poetical tragedy played at Drury Lane—and well I remember the ambitious affair it was; who has written successful comedies for Mrs. Kendal—produced, unfortunately for Londoners, in the course of a provincial tour; who wrote a farce called The Bishop's Eye, which shut up all too soon; who is the authoress of hundreds of bright stories, short and long; who is a gifted journalist; and who at one time was in the habit of attending first nights in immaculate Masculine evening dress, opera hat and button hole and all—save that she wore a plain black skirt in place of what would doubtless have been voted, paradoxically enough, just a little bit too much!

Miss Ellen Terry speaks enthusiastically of her brilliant son's stage management, and in this our great actress is more than maternally excused. Young Gordon Craig is a master of stage management, and if in the near future he has no pupils he is bound to have plenty of imitators. I had the very great pleasure of seeing his stage production of "Acis and Galatea at Mr. Penley's theatre in Great Queen Street—(N.B.—Mr. Penley was not the Sicilian shepherd whom Galatea so passionately loved)—and I was one of the many who were impressed with the fine effects he contrived to get from his stage grouping and lighting. And yet Mr. Gordon Craig—so at least, it struck me then—goes to work inversely and negatively. His method appears to consist mainly of doing precisely what no other stage-manager would do. He puts light where there is usually darkness, darkness where there is usually light, and his stage crowds, although conducted on the same seemingly eccentric principle, are the most picturesque I have ever seen.

It would seem that Mr. F. R. Benson's Shakespearian company is a kind of travelling drrmatic college rather than an ordinary touring party of players. No interview with a successful young actor or actress is complete nowadays without the line, I was two or three years with Mr. F. R. Benson, and it speaks well for the teaching of the Principal and his wife (for Mrs. Benson takes no small part in the conduct of the college) that one never hears of the Benson curriculum from the lips of failures.

Mr. Henry Ainley, of the St. James's, who attracted a considerable amount of notice for his finished elocution and easy style of acting on the occasion of his London debut in the half-title role of Paolo and Francesca, is a Benson boy: and among the girls who have been at Benson's we have Miss Lilian Braith waite, playing now so prettily and so intelligently in Mrs. Ryley's comedy-melodrama at the Criterion. The Altar of Friendship; Miss Lily Brayton (Mrs. Oscar Asche). the female prisoner in Resurrection, who is promoted with Katusha to employment in the prison dispensary; and Miss Nancy Price, late of Ulysses, in which she played the seductive Calypso, and later of Mr. Mark Ambient's pretty drama, A Snug Little Kingdom, which contained for her the part, cleverly acted, of an equally seductive hospital nurse. It is good to learn, then, from Miss Ellen Terry, that Miss Hutin Britton, who will play an important character in the Vikings is a recruit, among many, from Mr. F. R. Benson's company. I wonder, by the way, whether Miss Terry can tell us why, with the Benson, the Greet, and the Neville academies of acting to the hand of stage aspirants, we hear so much from time to time of the crying need for schools of dramatic art!

Time was when Mr. Barnes of New York was a very great celebrity indeed. Few, however, remember the romance of Mr. Burton Barnes to-day; its sensational details have been succeeded in the public mind by thousands of others more sensational still; and I must candidly confess, with all respect to the memory of the author of the author of the novel, and to the work of that novel's early adaptors, that the whole thing seemed fresh to me when I saw it in the shape of a celebrated romantic play (dramatic composer unbilled) at the Britannia Theatre the other night. If the story of the vendetta of the girl Marita, who is nearly persuaded by her angry countrymen into killing her husband on the bridal night for the murder of her brother (which of course he didn't commit) took me back to the book at all, it was only in an extremely vague and hesitating way. Such is fame—and the inconvenience of a bad memory.

The occasion upon which I saw the revival of Mr. Barnes of New York was the reappearance of Miss Marion Turner, an established favourite in the world of extra strong drama, as the fiery-blooded Marita. Miss Turner has a remarkable amount of work to do in this play, and does it all pluckily and well. Her vow of vengeance in the prologue is delivered with nicely-measured dramatic force, the mood which finds her torn between the precious vendetta and the more precious love for her husband is clearly expressed; and in the last scene—the scene where Marita finds herself face to face with the unpleasantly strict rules and regulations of her vow—she is poetical and mysterious enough to recall the situation pictured by Longfellow in his lines concerning the vengeful Gudrun's conduct On King Olaf's bridal night, when, it will be recollected, the moon shone with tender light, and the lady, bathed in its tide of dreams, made ominous searchings into her head-dress for a bodkin, which looked far too like a dagger to make the awakening king feel perfectly comfortable in his mind.

Musical talent seems doomed to encounter an unusual amount of bitterness on its early journeys in the direction of fame. Lady violinists and gentlemen 'cellists [illegible] in their young days to scrape along anyhow (especially on their instruments), and to descend in some cases, by the pressure of necessity, to unadvertised recitals on the pavement, in connection with which the takings are ridiculously small and the audience woefully lacking in the sense of artistic appreciation. Still, talent that is rich only in itself must make a beginning somehow, and perhaps these early struggles are not without their uses when the time comes for the artists who have experienced them to be talked about in the Press. And the publicity given to them will cause musical agents and concert directors to keep a sharper look-out with their ears as they pass to and from their houses of business through the quiet by-streets of the West, which at selected periods of the evening offer plenty of elbow room to the budding violinist for courting contracts with, say, Tartinis Trille du Diable, or Wieniawski's Airs Russes, or works by Tschaikowsky, who, as a master of pathotic symphony, would of course be the very best composer to star.

To the St. James's Hall the other day the critics and the public went to hear how beautifully the new Polish violinist, Max Wolfsthal, plays his instrument, in spite of the exceptionally bad attack he once had of la lutte pour la vie. Max Wolfsthal is a native of Lemberg, and one of the things he remembers best (barring, of course, his favourite composer) is having as a little boy had a very big vacuum under his Polish pinafore and next to nothing to put in it. His parents having lost all their money, Max, as a mere lad, helped to keep the home together by playing at the cafes of his native town, and with the little money saved out of the boy's collections the family journeyed to Vienna, where they lived in utter destitution until a generous lady, moved to sympathy by their deplorable plight, took little Max to her house, and for two years paid for his studies and the maintenance of his parents.

Recovered at length from his illness Max Wolfsthal eager still for the fray, and with more necessity than ever for being so came to London in the autumn of 1902, to see whether a nation with the reputation for being unmusical could do more for him and his family than the musical enthusiasts of his own divine country. He arrived in London well-nigh penniless, with absolutely no introduction whatever, and with insufficient English at the top of his Polish tongue to inquire the time of day on the way to Charing Cross. After many more struggles and heartbreaking ditappointments borne, with a fortitude which only level-headed genius is capable of bearing. Max Wolfsthal obtained an engagement at the Crystal Palace concerts, and immediately made a notable success. He has since played at both the Philharmonic concerts (on the second occasion, I hear, by desire of the Prince of Wales) and on Tuesday next, as has already been said, he will give at the St. James's Hall his first recital in London. That from this time onward the plucky violinist will find his path less liberally littered with trouble is a wish that will be echoed by all who admire good music and a generous spirit.

These studies over. Max was engaged to play in public, and since for himself and parents began in consequence to assume the rosy tint. During a tour in Russia, Roumau a and Turkey, he amassed a good deal of money—nearly, in fact, a thousand pounds, which meant a considerable fortune to a boy who had been in the habit of receiving thankfully in the Lemberg cafes the odd scraps of coppery change which men keep in the ticket-pockets of their overcoats for waiters tram-cars, and wandering young Joachims. Max Wolfsthal's prosperity, however, was brief, for this fortune, representing the total receipts of his happy tour, was stolen clean away by a knave in his employ, and poor Max was left stranded in Constantinople. From this fresh misfortune, which was hardly a fresh experience, he was kindly rescued by the Sultan's brother, who provided means for his return to Vienna. But disaster was on his track with the relentless perseverance of a Scotland Yard detective with a clue, for Max, as soon as he rejoined his parents, fell seriously ill, and lay helpless for twelve long and anxious months, during some of which his life ventured dangerously near the portals of Shadowland.

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Incontestably proved by Forty Years' Medical Experience to be *The only Cod Liver Oil which produces the full curative effects in* CONSUMPTION AND DISEASES OF THE CHEST, THROAT AFFECTIONS, GENERAL DEBILITY, DISEASES OF THE SKIN, WASTING DISEASES OF CHILDREN, RICKETS, AND ALL SCROFULOUS DISORDERS.

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SIR G. DUNCAN GIBB, Bart., M.D.,
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"The value of DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL as a therapeutic agent in a number of diseases, chiefly of an exhaustive character, has been admitted by the world of medicine; but, in addition, I have found it a remedy of great power in the treatment of many Affections of the Throat and Larynx, especially in Consumption of the latter, where it will sustain life when everything else fails."

DR. SINCLAIR COGHILL,
Physician to the Royal National Hospital for Consumption, Ventnor.

"I have convinced myself that in Tubercular and the various forms of Strumous Disease, DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL possesses greater therapeutic efficacy than any other Cod Liver Oil with which I am acquainted. It was especially noted, in a large number of cases in which the patients protested they had never been able to retain or digest other Cod Liver Oil, that DR. DE JONGH'S OIL was not only tolerated, but taken readily, and with marked benefit."

JOSEPH J. POPE, Esq., M.R.C.S.,
Late Staff Surgeon, Army, Professor of Hygiene, Birkbeck Institution, London.

"I found during my Indian experience that the worth and character of DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL remained unchanged by tropical heat or foreign climate, and it was, from its uniformity of character, particularly adapted for long-continued administration. The value of 'hydro-carbons' in all debilitated states of the system is now becoming thoroughly recognized; and it is, without doubt, from the animal oils and fats, rather than their vegetable substitutes, that we may hope to derive the surest benefit. The Oil of DR. DE JONGH places in everyone's reach a reliable and safe remedy, one that cannot be too widely recognized."

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DR. DE JONGH'S LIGHT-BROWN COD LIVER OIL is supplied ONLY in IMPERIAL Half-Pints, Pints and Quarts, sealed with BETTS' Patent Capsule impressed on the top with DR. DE JONGH'S Stamp, and on the side with his Signature, and the Signature of ANSAR, HARFORD & Co.; and bearing under the wrapper a Label with the same Stamp and Signature.

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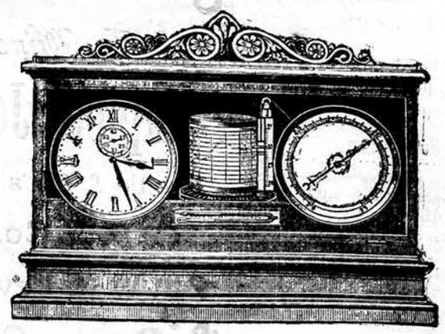
BAROGRAPH

OR

SELF RECORDING ANEROID BAROMETER.



THIS instrument is designed to show the various fluctuations which may have taken place in the Barometer in the interval between any stated hours of observation. It consists of an Aneroid Barometer and an eight-day clock, each with eight-inch dials between which is placed a vertical cylinder four inches in diameter, having a paper attached to it ruled to coincide with the Barometer scale, and divided vertically into seven principal and seven minor divisions, indicated by darker and lighter lines. The darker lines represent the noon, and the lighter lines the midnight of each twenty-four hours. The paper thus lasts one week, the cylinder turning on its axis once in that time. Near the paper an even-pointed pencil guided by a metal rod is moved up and down as the action takes place in the Aneroid, and at every hour the pencil is made to mark the paper by simple mechanism connected with the clock. A system of levers in connection with the clock produces a smart tap or blow on the Aneroid movement three times in every hour to overcome any slight friction, and insure a due response to the pulsations of the vacuum chamber.

By this means a black dotted curved line is produced, showing at a glance the height of the Barometer—whether it is falling or rising—for how long it has been doing so, and at what rate the change is taking place whether at the rate of one-tenth per hour, or one-tenth in twenty-four hours, facts which can only be obtained by very frequent and regular observations from an ordinary Barometer, but which are nevertheless essential to a trustworthy "weather forecast."

The instrument has the advantage of freedom from complication, and is designed especially to suit the general public; it is handsome in appearance, and not easily put out of order, being admirably adapted for public libraries, the reading-rooms of clubs, &c., as well as for use by meteorological observers generally.

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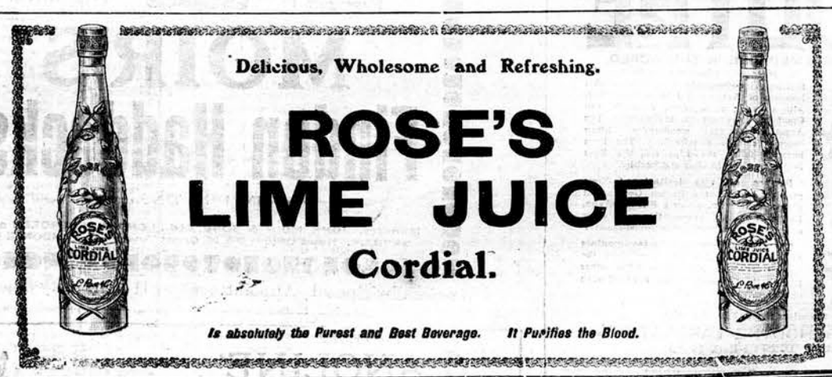

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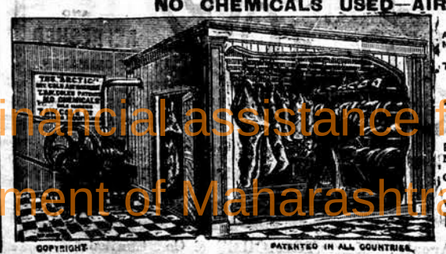

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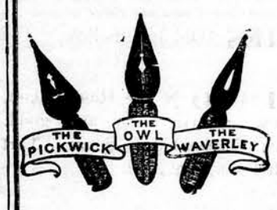

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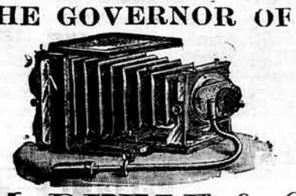

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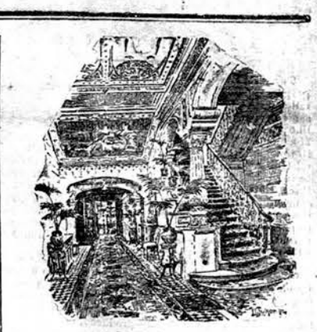

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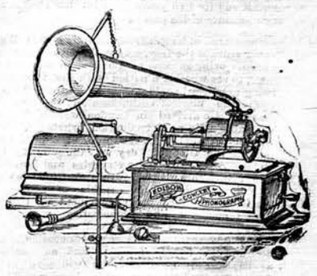

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